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Hadfield's Sheet of Drawings, No. 28 B.

HADFIELD'S STEEL FOUNDRY COMPANY.

ATTERCLIFFE, SHEFFIELD.

GOLD MEDAL.



Special Award, Paris, 1878.



Contractors to H. M. Home, India, and Colonial Governments;
Home, Foreign, and Colonial Railways; Admiralty,
War Department, &c.

GOLD MEDAL.



Special Award. Melbourne, 1880.

FIRST PRIZES AT LEEDS AND MANCHESTER, 1875. FIRST PRIZES AT LEEDS AND CORNWALL, 1876.

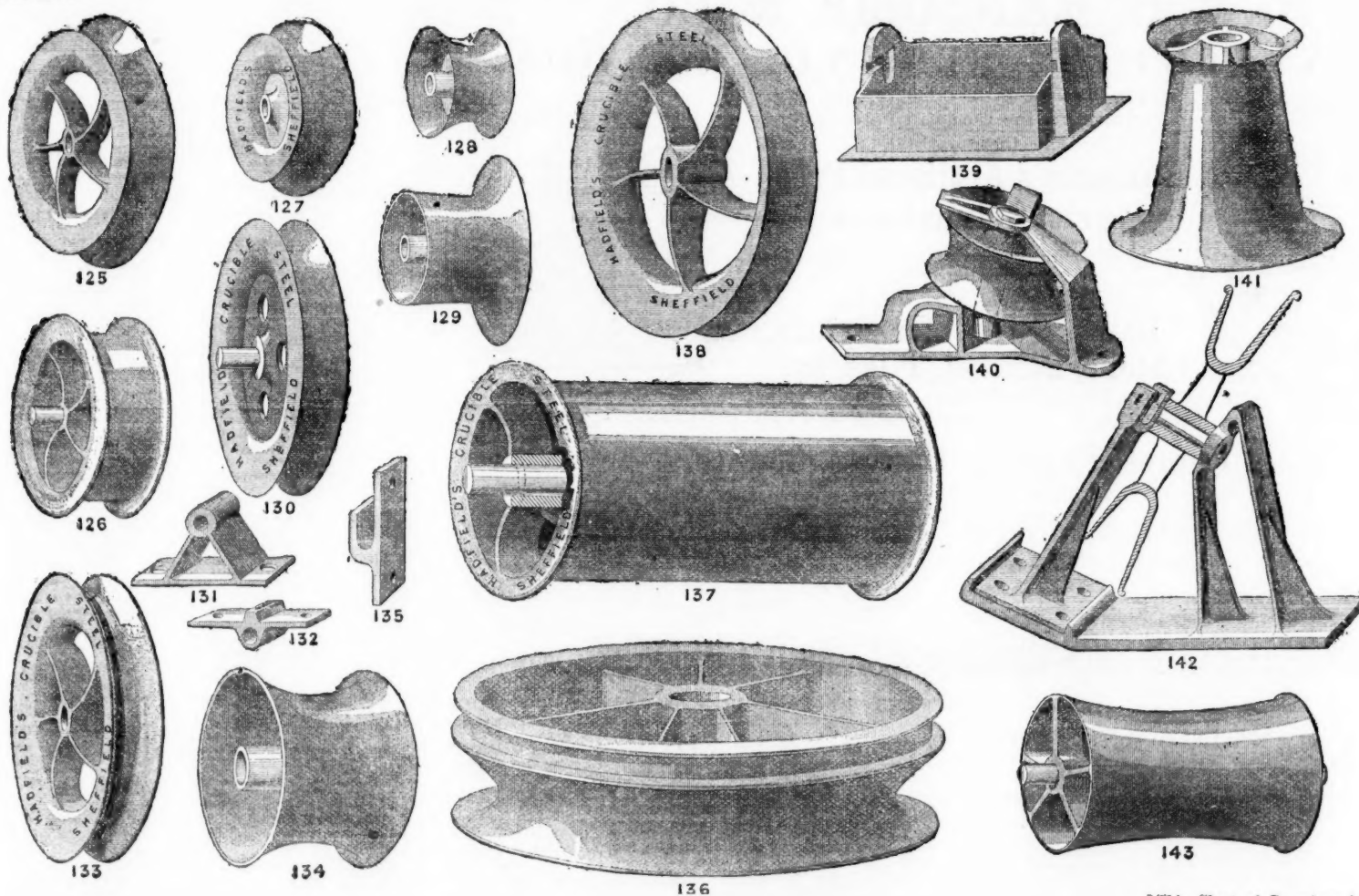
X SPECIAL AND HIGHEST AWARD AT SYDNEY, 1879, DIPLOMA & MEDAL. X

▷ HADFIELD'S CAST STEEL WHEELS. ◁

One of our departments is specially adapted for the production of our Patent Steel Wheels and Axles for Collieries, Tramways, Ironstone Mines, Slate Quarries, Ironworks, Lead Mines, &c., and we are now manufacturing 2000 per week. Owing to our patent system of fitting-up Wheels and Axles, which is simple but effective, we are enabled to execute orders with promptitude. We undertake to supply all work entrusted to us in a first-class manner, and only manufacture the BEST quality of material. Over 1100 DIFFERENT WHEEL, PULLEY, AND PEDESTAL PATTERNS IN STOCK, of varying widths of tread, flanges, &c., any of which can be ready for use at the shortest notice.

In addition to the now universally admitted superiority of Hadfield's Steel Wheels over those of Cast-iron for lightness, strength, and wearing qualities, we claim the following SPECIALITIES for our material over any other Steel, Malleable Iron, or other Wheels.

Extra TOUGHNESS or TENACITY, DURABILITY, and SOLIDITY; for proof of this kindly see advertisement marked "List No. 28."



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We also solicit attention to the following articles, which, in addition to our well-known Patent Steel Wheels and Axles, we are now largely supplying in our CAST STEEL, on account of their great strength, combined with durability and lightness.

Rollers, Pulleys, Frames, and Stands.—See our Lists of over 160 different patterns. They possess great durability, lightness, and strength, and add considerably to the life of the steel and other ropes.

Self-oiling Wheels (Patent).—Many thousands now at work. Save at least 50 per cent. of oil or grease. Easily charged or re-filled. Reduce friction and wear and tear to a minimum.

Pedestals, Bushes, Cage Guides, Buffer Boxes, Points, Crossings, and other Colliery Castings of every description.

Over 1100 different patterns of above in stock, ready for use on the shortest notice. New patterns made to suit special requirements free of charge for quantities.

Steel Axles to suit all classes of haulage. We manufacture a special mild quality of steel suitable for this purpose, but have many hundreds of thousands in daily use, giving every satisfaction.

Steel Gearing of all kinds. Machine moulded, or from full patterns.

Miscellaneous Steel Castings, up to 16,000 lbs. each, to replace expensive wrought-iron and steel forgings and heavy iron castings. Tensile strain of our castings 34 to 40 tons per square inch, as tested by Government.

NOTE.—Beware of spurious and cheap imitations which eventually work loose, causing great loss and annoyance, as well as bringing discredit on the name of steel wheels and axles. We are constantly replacing such. See, therefore, that Hadfield's name is on every wheel.

N.B.—Note the Address; and prove truth of the above by giving our Steel Wheels, &c., a trial.

HADFIELD'S STEEL FOUNDRY COMPANY, HECLA WORKS, ATTERCLIFFE, SHEFFIELD.

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Hadfield's Sheet of Drawings, No. 28 B.

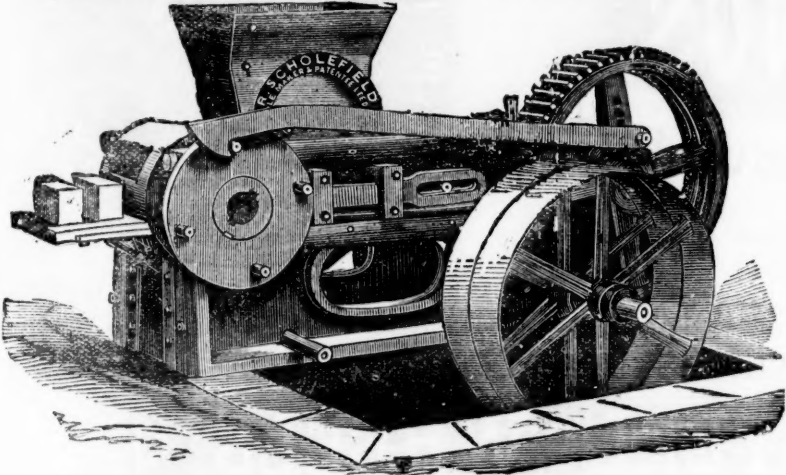
THE ERIMUS STEEL COMPANY.

POSTAL ADDRESS—MIDDLESBOROUGH.

MANUFACTURERS OF

STEEL MINE RAILS OF ALL CURRENT SECTIONS.

R. SCHOLEFIELD'S LATEST PATENT BRICK-MAKING MACHINE.



R. S. begs to call the attention of all Colliery Owners in particular to his PATENT SEMI-DRY BRICK MACHINE, and the economical method of making bricks by his patent machinery from the refuse that is taken from the pits during the process of coal-getting, which instead of storing at the pit's mouth (and making acres of valuable land useless) is at once made into bricks at a very small cost, by R. S.'s Patent Brick-making Machinery. If the material is got from the pit hill, the following is about the cost of

production, and the hands required to make 10,000 pressed bricks per day:—

2 men digging, each 4s. per day	£0 8 0
1 man grinding, 4s. 6d. per day	0 4 6
1 boy taking off bricks from machine, and placing them in barrow ready for the kiln, 2s. per day	0 2 0
1 boy greasing, 1s. 6d. per day	0 1 6
1 engine-man, 5s. per day	0 5 0
1 man wheeling bricks from machine to kiln, 4s. per day	0 4 0

Total cost of making 10,000 pressed bricks ... £1 5 0, or 2s. 6d. per 1000.

(SETTING AND BURNING SAME PRICE AS HAND-MADE BRICKS.)

N.B.—Where the material can be used as it comes from the pit, the cost will be reduced in digging. As the above Machinery is particularly adapted for the using up of shale, bind, &c., it will be to the advantage of all Colliery Owners to adopt the use of the said Brick-making Machinery.

THE MACHINES CAN BE SEEN IN OPERATION AT THE WORKS OF THE SOLE MAKER AND PATENTEE DAILY.
SCHOLEFIELD'S ENGINEERING & PATENT BRICK MACHINE WORKS
KIRKSTAL ROAD LEEDS.

S. & E. RANSOME & CO.,

ESSEX STREET, STRAND, LONDON,

Mining Institute First Silver Medal; also several from the Cornwall Polytechnic Institute.

Ransome's Artificial Free-grit Grindstones,

Solid and annular, possess extraordinary cutting powers.

IMPERISHABLE

"Damp Cure" for Bricks, Stone, Cement, Tiles, &c.

LIFTING JACKS, CRABS, PULLEYS,

BLAST FORGES, VICE BENCHES, &c. "RAPID" SELF-ACTING DRILLING MACHINES.

Steam Pumps, Engines, Gauges, Counters, &c.

Weighing Machines for Minerals. Ventilators of best construction.

Grater Furnace Cement, £7 per ton. Vulcan Steam Cement.

Mills for Steam Jointing, Paint, Mortar, and other Purposes.

CATALOGUES OF ABOVE, AND OF VARIOUS OTHER TOOLS, &c., ON APPLICATION.



CALVANIZED IRON BUILDINGS AND IRON ROOFING.

MANUFACTURED BY

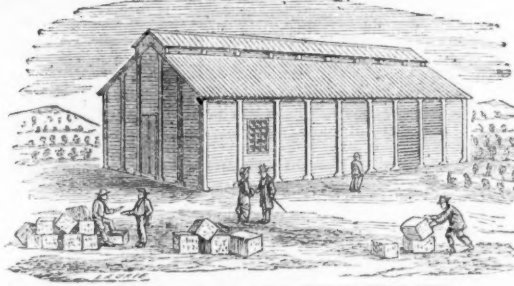
MESSRS. HEMMING AND CO.,

OFFICE,—47, MOORGATE STREET, LONDON,

And EVERY DESCRIPTION OF IRON BUILDINGS adapted to all climates. GALVANISED IRON SHEETS of all sizes in stock.

N.B.—Messrs. HEMMING AND CO. have a SPECIALITY of CONSTRUCTION OF IRON BUILDINGS FOR THE INDIAN GOLD FIELDS. Established 1851.

WORKS,—OLD FORD, LONDON



IRON STORES, WITH OR WITHOUT WINDOWS.

British and Foreign Safety Fuse Company,

REDRUTH, CORNWALL,

MANUFACTURERS OF

SAFETY FUSE,
FOR MINING AND QUARRYING PURPOSES.

PRICES ON APPLICATION.



PROVINCIAL STOCK AND SHARE MARKETS.

CORNISH MINE SHARE MARKET.—Mr. S. J. DAVEY, mine shareholder, Redruth (Nov. 3), writes:—Last Friday's settling was followed by a general improvement in prices and more business, but a reaction soon followed, and prices in several instances again declined. Yesterday and to-day but very little has been done. Dolcoaths are 20s. lower than they were at the end of last week, Pedn-an-drea 3s. and West Franches 1s. Wheal Grenville are 10s. higher. To-day's prices are as follows:—Blue Hills, 2½ to 2¾; Carn Brea, 28½ to 29½; Cook's Kitchen, 24½ to 25½; Dolcoath, 86½ to 87½; East Pool, 42½ to 43½; Killifreth, 23s. to 24s.; Mellanear, 4½ to 5½; New Cook's Kitchen, 5½ to 6½; New Kitty, 2 to 2½; North Busy, 7½ to 1; Penhalls, 1 to 1½; Phoenix, 3½ to 4½; Pedn-an-drea, 3½ to 3¾; South Condurow, 10 to 10½; South Crofty, 10 to 10½; South Franches, 16½ to 17½; Tincroft, 19 to 19½; West Basset, 13½ to 14½; West Franches, 17½ to 18½; West Kitty, 9 to 9½; West Peavor, 13½ to 14½; West Poldice, 6 to 6½; West Tolgus, 14 to 16; West Seton, 14 to 16; Wheal Agar, 14½ to 15½; Wheal Basset, 5 to 5½; Wheal Comfort, 2½ to 3½; Wheal Grenville, 12½ to 13½; Wheal Jane, 1½ to 1¾; Wheal Peavor, 13 to 13½; Wheal Kitty (St. Agnes), 1½ to 1¾; Wheal Prussia, 1½ to 1¾; Wheal Sisters, 1 to 1½; Wheal Uny, 3½ to 3¾.

Mr. J. H. REYNOLDS, stock and share broker, Redruth (Nov. 4), writes:—The Cornish mine share business doing for the week, and prices generally are lower. Buyers are holding back, and until they come on the tendency will be still towards ease. Subjoined are the closing prices:—Blue Hills, 2½ to 2¾; Carn Brea, 28½ to 29½; Cook's Kitchen, 24½ to 25½; Dolcoath, 86½ to 87½; East Pool, 42½ to 43½; Killifreth, 23s. to 24s.; Mellanear, 4½ to 5½; New Cook's Kitchen, 5½ to 6½; New Kitty, 2 to 2½; North Busy, 7½ to 1; Penhalls, 1 to 1½; Phoenix, 3½ to 4½; Pedn-an-drea, 3½ to 3¾; South Condurow, 10 to 10½; South Crofty, 10 to 10½; South Franches, 16½ to 17½; Tincroft, 19 to 19½; West Basset, 13½ to 14½; West Franches, 17½ to 18½; West Kitty, 9 to 9½; West Peavor, 13½ to 14½; West Poldice, 6 to 6½; West Tolgus, 14 to 16; West Seton, 14 to 16; Wheal Agar, 14½ to 15½; Wheal Basset, 5 to 5½; Wheal Comfort, 2½ to 3½; Wheal Grenville, 12½ to 13½; Wheal Jane, 1½ to 1¾; Wheal Peavor, 13 to 13½; Wheal Kitty (St. Agnes), 1½ to 1¾; Wheal Prussia, 1½ to 1¾; Wheal Sisters, 1 to 1½; Wheal Uny, 3½ to 3¾.

Messrs. ABBOTT and WICKETT, stock and share brokers, Redruth (Nov. 3), write:—Only a very limited business has been done this week, and this has been confined to a few of the leading dividend mines. Prices show but little variation, and at present there is not much inclination to buy or sell at current rates. Closing quotations annexed:—Blue Hills, 2½ to 2¾; Carn Brea, 28½ to 29½; Cook's Kitchen, 24½ to 25½; Dolcoath, 86½ to 87½; East Pool, 42½ to 43½; Killifreth, 23s. to 24s.; Mellanear, 4½ to 5½; New Cook's Kitchen, 5½ to 6½; New Kitty, 2 to 2½; North Busy, 7½ to 1; Penhalls, 1 to 1½; Phoenix, 3½ to 4½; Pedn-an-drea, 3½ to 3¾; South Condurow, 10 to 10½; South Crofty, 10 to 10½; South Franches, 16½ to 17½; Tincroft, 19 to 19½; West Basset, 13½ to 14½; West Franches, 17½ to 18½; West Kitty, 9 to 9½; West Peavor, 13½ to 14½; West Poldice, 6 to 6½; West Tolgus, 14 to 16; West Seton, 14 to 16; Wheal Agar, 14½ to 15½; Wheal Basset, 5 to 5½; Wheal Comfort, 2½ to 3½; Wheal Grenville, 12½ to 13½; Wheal Jane, 1½ to 1¾; Wheal Peavor, 13 to 13½; Wheal Kitty (St. Agnes), 1½ to 1¾; Wheal Prussia, 1½ to 1¾; Wheal Sisters, 1 to 1½; Wheal Uny, 3½ to 3¾.

Mr. M. W. BAWDEN, Liskeard (Nov. 3), writes:—The mining market at the opening of the week showed a considerable improvement, and most shares were higher at an advance; but to-day a slight temporary reduction has taken place in tin, and prices generally are a shade lower. There has been a good enquiry for South Franches, West Basset, Wheal Grenville, Wheal Jane, and Wheal Uny shares. Phoenix United Mines sold this week 45 tons of tin at 52½, 10s. per ton, the produce of four weeks returns. North Herodsfoot sampled on Tuesday two parcels of silver-lead ores, being the first sampling from the mine by the present company. Subjoined are the closing prices:—Bedford United, 15½ to 16½; Carn Brea, 28½ to 29½; Cook's Kitchen, 24½ to 25½; Dolcoath, 87 to 87½; Devon Consols, 7½ to 8½; Devon Great United, 1 to 1½; East Croft, 7½ to 8½; East Herodsfoot, 24½ to 25½; East Pool, 42½ to 43½; Gawn United, 7½ to 8½; Glasgow Caradon, 7½ to 8½; Gunnislake (Clitter), 3 to 3½; H. & L. Caradon, 1½ to 2½; Hingston Down, 1½ to 1¾; Marke Valley, 1½ to 1¾; Mount Carbis, 3 to 3½; New West Caradon, 1½ to 2½; North Herodsfoot, 1½ to 2½; Old Gunnislake, 3 to 3½; Phoenix United, 4 to 4½; Prince of Wales, 1½ to 2½; South Caradon, 50 to 52½; South Condurow, 10½ to 10¾; South Crofty, 10 to 10½; South Devon United, 1½ to 2½; South Franches, 16 to 16½; Tincroft, 19 to 19½; West Basset, 13½ to 14½; West Caradon, 3½ to 4½; West Mary Ann, 1 to 1½; West Peavor, 13½ to 14½; West Phoenix, 13½ to 14½; Wheal Agar, 14½ to 15½; Wheal Basset, 5 to 5½; Wheal Comfort, 2½ to 3½; Wheal Grenville, 12½ to 13½; Wheal Jane, 1½ to 1¾; Wheal Peavor, 13 to 13½; Wheal Kitty, 1½ to 1¾; Wheal Jane, 1½ to 1¾; Wheal Peavor, 13 to 13½; Wheal Kitty (St. Agnes), 1½ to 1¾; Wheal Prussia, 1½ to 1¾; Wheal Sisters, 1 to 1½; Wheal Uny, 3½ to 4. At Wheal Jewell meeting yesterday a call of 1s. 6d. per 12,000th share was made.

Mr. JOHN CARTER, mine shareholder, Camborne (Nov. 3), writes:—Market quiet, and prices daily declining since the spurt on Saturday last, on which day and on the completion of the settling an attempt was made to stiffen prices; but at the close of to-day's quotations, which are subjoined, will compare unfavourably with those of last week:—Carn Brea, 28½ to 29½; Cook's Kitchen, 24½ to 25½; Dolcoath, 86½ to 87½; East Pool, 42½ to 43½; East Blue Hills, 2½ to 2¾; Killifreth, 23s. to 24s.; Mellanear, 4½ to 5½; New Cook's Kitchen, 5½ to 6½; New Kitty, 2 to 2½; North Busy, 7½ to 1; Penhalls, 1 to 1½; Phoenix, 3½ to 4½; Pedn-an-drea, 3½ to 3¾; South Condurow, 10 to 10½; South Crofty, 10 to 10½; South Franches, 16½ to 17½; Tincroft, 19 to 19½; West Basset, 13½ to 14½; West Franches, 17½ to 18½; West Kitty, 9 to 9½; West Peavor, 13½ to 14½; West Poldice, 6 to 6½; West Tolgus, 14 to 16; West Seton, 14 to 16; Wheal Agar, 14½ to 15½; Wheal Basset, 5 to 5½; Wheal Comfort, 2½ to 3½; Wheal Grenville, 12½ to 13½; Wheal Jane, 1½ to 1¾; Wheal Peavor, 13 to 13½; Wheal Kitty, 1½ to 1¾; Wheal Jane, 1½ to 1¾; Wheal Peavor, 13 to 13½; Wheal Kitty (St. Agnes), 1½ to 1¾; Wheal Prussia, 1½ to 1¾; Wheal Sisters, 1 to 1½; Wheal Uny, 3½ to 3¾; West Kitty, 8½ to 9.

MANCHESTER.—Messrs. JOSEPH R. and W. P. BAINES, sharebrokers, Queen's Chambers, Market-street (Nov. 3), write:—Taking into consideration the fact that one day's business has been lost owing to the recurrence of the usual 1st of November holiday, a very fair number of transactions are ported for the week, and in the classes other than rails the prices realised show little or no falling off in quotations. Indeed, taken all round, the general feeling may be described as still strong and hopeful, very few instances being noticeable in which lots submitted for sale are offered at anything under full late rates, whilst quotations all round, compared with last week's figures, show a large majority of favourable changes. The business done has not been confined specially to any one description of investment, but all classes have pretty evenly participated therein, and there has been an absence of any excitement tending either way. Summing up for a comparatively uneventful week, we have to report a steady business doing, and the testimony of quotations favourable.

BANKS, though still changing hands to a very meagre extent, have produced rather more dealings than in some few late weeks, the prices realised showing no definite changes. Quotations, too, are entirely unaltered, excepting in National, both ordinary and new issues of which quote ½ lower.

INSURANCE.—In these a little more stir is apparent, both in actual business done and in quotations. The former exhibit a fair share of the week's dealings, and in number are decidedly in advance of the transactions for some weeks past whilst the latter show an improvement, inasmuch as the favourable changes bear a better proportion to the aggregate of the alterations than they have done for some time. The changes are so nearly balanced as not to show any leaning towards better or worse, so the individual alterations have to speak for themselves. English and Scottish Boiler Insurance, which for long past have attracted little or no attention, have recently exhibited a slow but steady advance, and now, for the first time for a long period, quote par, buyers.—Higher: Royal Liverpool, ½; English and Scottish Boiler, ½; National Boiler, ½; and Maritime, ½.—Lower: Manchester Fire, ¾; British and Foreign Marine, ¾; Liverpool and London and Globe, ½; Lancashire and Yorkshire Accident, ½; and Sea, ½.

COAL, IRON, &c., AND MINING.—Herein, though there are few instances of sharp rise, another general upward movement is to be noted, the adverse changes being very few and quite unimportant. Amongst the latter, Chillingtons show a slight falling away from best figures reached; and in the former, Staveley A's, Cammells, Elbaws, and Earle's Shipbuilding show foremost. Higher: Staveley A's, 1½; Cammells, ½; Elbaws, ½; Earle's Shipbuilding, ¾; Elbow Vale, ¾; West Cumberland, ¾; Bolckows, 12½ paid, ¾; John Browns, ¾. The Indian Gold Mines quoted here, and some others also fractionally better. Lower: United States Rolling Stock, ¾; Chillington Iron, ¾; and Canadian Copper, 6d.

COTTON SPINNING AND MANUFACTURING.—Rumours of disappointing results about to be declared by one or two popular concerns soon damped the return of strength noticed in our report last Thursday; and these rumours proving true, the market during the week has had a gloom upon it, and with few exceptions quotations are rather lower all round. Still, such is the feeling of confidence in the future, that it is only where holding is impracticable that much concession is made by sellers; the bulk of this class of property having passed into the hands of investors or operators who are able to ignore fluctuations and wait developments.

TELEGRAPHS AND TELEPHONES.—In the former, movements are contradictory, and in latter, Lancashire and Cheshire lost 1s. of their late advance. The number of transactions reported is slightly above average.—CANNALS call for little doing, show Bradford Centurion up ½, and Manchester Stock down ½.—In MISCELLANEOUS the changes are all favourable, but, with the exception of a rise of ½ in Southport Pavilion and Winter Gardens, they are unimportant.—RAILWAYS.—Our remarks of last week, as to the hopeful view which augured through various incidents, have been realised. The money market and the doubtful result of the Paris Bourse settlement were, however, to some extent sufficient to deter any further operations for the rise, and Monday's prices were the best. Trades yesterday (Wednesday) were not so encouraging as had been expected, which also helped to realise the tone. On the whole, is much stronger, and Caledonians, North British, North Staffords, Metropolitan Districts, London, Lancashire and Yorkshire, Great Northern, A, and Great Western each mark ½ to 1½ better. The exceptional changes have been in southern lines, Brighton A's being 2½, and South-Eastern ½ down, and the disposition in the former is to less values. The changes anticipated in Canadians have also come about, and the Grand Trunk return being a less decrease than had been looked for, caused a general inquiry for their issues, which, though not closing at the best quote stronger, Great Western of Canada are also favourably inclined, and are looking healthier at an important advance. In Americans, Erie, New York, Pennsylvania and Ohio First Mortgage Bonds, and Oregon and California issues are distinctly higher, and the increase of rates for freightage is looked for as to be soon arranged, these advances being taken as foreshadowing such a desired end.

NEWCASTLE-ON-TYNE.—Messrs. SPENCE and IRWIN, Stock and Brokers, Grey-street (Nov. 5), write:—Our market during the past few weeks has been quiet but steady. Pede Metal and Chemical: Great disappointment was felt when this company did not pay their

usual interim dividend, and in consequence the shares fell rapidly from par to dis., but the tide has turned, and 2½ dis. is now bid, whilst at moment there are no sellers. Bolckow, Vaughan, and Co.'s 20s. paid shares are 28½ to 29½; 12s. paid, 4½ to 4¾ prem.; and 5 per cent. preference, 21 to 21½. Consett Iron shares are in good demand at 17½ prem., and are offered at 17½ prem. Consett Spanish Ore Shares: A large number of these have recently changed hands at 32s. 6d., at which they are still offered. John Abbot and Co.'s shares are offered at 37 dis., whilst 40 dis. is best bid. Palmer's Shipbuilding and Iron Co.'s A shares are wanted at 27½, whilst there are sellers at 28. The B shares are 4½ to 5½ dis. Skerrie Irons are 2½ to 2¾. Tees-side Iron and Engine Works ordinary shares are 1½ to 2, and the preference shares are wanted at par, and we believe ¼ dis. prem. would be given. Tharsis Sulphur and Copper shares are 42½ to 48½. Tyne Forge shares are in good demand at 1 prem., but at moment there are no sellers. West Cumberland Iron and Steel shares have had a good rise within the past few weeks, and are now wanted at 7 dis. It is rumoured that the company has done much better during the past year, and will be able to pay a dividend this month.

Crook Burn Mine shares are still offered at ½ dis. without tempting buyers. Dubby Syke Mine shares are offered at 5s. 6d., whilst 4s. is best bid. Green Hurth Mine shares are wanted at 7, and offered at 7½. Hexham and Edmund-hyrm Mine shares are offered at 21s., whilst 15s. is best bid. North Green Hurth Mine 1½ paid shares are 1½ to 2, and the 2s. 6d. paid shares ¾ to ¾ prem.

SCOTCH MINING AND INDUSTRIAL COMPANIES SHARE MARKETS.

STIRLING.—Mr. J. GRANT MACLEAN, sharebroker and ironbroker (Nov. 3), writes:—During the past week markets have been favourably inclined, owing to the steady improvements in trade, but business has been rather quiet.

In shares of coal, iron, and steel companies the movements for the week comprise advances of 2s. 6d. per share on Clyde Coal; 5s. each on Elbow Vale and Scottish Australasian; 2s. 6d. each on Bolckow Vaughan, Scottish Australasian (new), and Steel Company of Scotland; and 1s. on Benhar Coal; but Marbella have declined 2½ dis. per share; Chillington, 1s. 3d.; also Omoia and Cleland a smaller extent. In the Scotch pig-iron market the price of warrants declined to 49s. 8½d., owing to dearer money, but since then the favourable accounts of trade and good shipments, as well as advances granted in the miners' wages, have caused a recovery to 50s. 10½d. The decline in Marbellas was accompanied with rumours of difficulties in connection with expiring leases, which, however, have been officially contradicted, so that it is difficult to tell how to account for the lower prices. Benhar Coal are at 10s.; Bolckow, Vaughan, 28½ to 29½; Cardiff and Swansea Coal, 25s. to 40s.; Chatterley Iron, 6 to 8; Chillington Iron, 65s. to 70s. Clyde Coal improved from 57s. to 68s. 6d., and are now 66s. to 67s. Elbow Vale, 1½; Glasgow Port Washington, 5s.; John Bagnall and Sons, 7s. 6d. to 12s. 6d.; Lyrri and Tondur, 10; ditto, 10 to 20; 6d. to 5s. 6d.; Marbella Iron declined to 22s. 6d., but are now firmer at 25½ to 5½. New Stratford Colliery, pref., 4½ to 5; Omoia and Cleland, 27s. to 29s.; Rhymer Iron, debentures, 103 to 108; and Steel Company of Scotland, 9½.

In shares of foreign copper concerns, the tendency of prices continues upwards. Rio Tinto advanced 12s. 6d. per share; Tharsis, 11s. 3d.; Panulicillo, 6d. 3d.; and Huntington, 6d.; but Tharsis new have declined 10s. per share, and Canadians 6d. Tharsis have improved from 41½ to 43½, owing to the proposals referred to below, to be submitted to the special meeting. Canadians are at 30s. to 32s.; Huntington, 46s.; Panulicillo have improved from 5½ to 6d. to 6d. 3d.; and Rio Tinto, 24½ to 25½.

In shares of home mines prices are firm in sympathy with the copper and tin markets, the former especially looking well. Glasgow Caradon old and new shares are both higher. The latter are being done at 17s., while the former have improved from 24s. to 26s. Bwlch United are at 57s. 6d. to 62s. 6d.; Carn Carnarvon, 12s. 6d. to 17s. 6d.; Carn Camborne, 20s.; D'Essey Mountain, 40s. to 50s.; Drakeville, 10s. to 15s.; Devon Great United, 20s. to 25s.; East Herodfoot, 20s. to 22s. 6d.; East Wheel Rose, 5s. dis. to par; East Craven Moor, 5s. to 10s.; East Devon Consols, 20s.; East Clivertons, 30s. to 35s.; Great Holway, 5 to 5½; Goodere, 17s. 6d. to 22s. 6d.; Great Polgoth United, 10s. to 12s.; Gunnislake (Clitters), 60s. to 65s.; Indian Queens, 5s. to 10s.; Kit Hill, 12s. 6d. to 17s. 6d.; Lomax, 20s.; Mounts Bay, 1s.; North Busy, 15s. to 20s.; North Herodfoot, 7s. 6d. to 10s.; New Penrose, 10s.; Old Gunnislake, 7s. 6d. to 10s.; Old Shepherds, 5s. dis. to par; Pioneer, 15s. to 20s.; Pen-yr-Orsedd, 15s. to 20s.; Penhale and Barton, 20s.; Silver Hill, 2s. 6d. dis.; South Orebor, 7s. 6d. to 12s. 6d.; Tamar, 17s. 6d. to 22s. 6d.; Tin Hills, 15s. to 20s.; Trevelyan Consols, 15s. to 20s.; Tressavenn, 1s.; United Shepherds, 10s. to 15s.; West Devon, 10s. to 15s.; West Hill, 20s. to 30s.; West Kitty, 8½ to 9; West Orebor, 5s. to 10s.; West Polbreon, 20s. to 30s.; Wheel Coates, 20s. to 30s.; Wheel Fortune, 20s. to 30s.; Wheel Hony, 40s. to 50s.; Wheel Jewell, 7s. 6d. to 10s.; Wheel Luskay, 5s. to 7s. 6d.; and Wheel Owles, 5½ to 6.

In shares of gold and silver mines the tendency of prices is also favourable. Richmonds have improved from about 15 to 16½. Central Wynad are at 15s. to 20s. Colombian Hydraulic, 2s. 6d. to 5s.; Eureka (Nevada), 22s. 6d.; Exchequer, 2s. 6d. to 3s. 6d.; Flagstaff, 5s. to 7s. 6d.; Frontino, 67s. 6d. to 72s. 6d.; Gold Coast, 23s. 9d. to 26s. 3d.; Gold Hill, 17s. 6d. to 20s.; Great Southern of Mysore Gold, 16s. to 18s.; Hoover Hill, 13s. 3d. to 13s. 9d.; Indian Trevelyan, 17s. 6d. to 20s.; I.X.L., 2s. 6d. to 3s. 9d.; Mysore Reefs, 7s. 6d. to 10s.; New Goldrun, 4s. to 6s.; New Zealand Kapanaga, 7s. 6d. to 10s.; Nonveau Monde, 10s. to 12s. 6d.; Quartz Hill, 20s. to 22s. 6d.; South-East Wynad, 23s. 9d. to 26s. 3d.; Silver Peak, 10s. to 15s.; and Tecoma, 3s. 9d. to 6s. 3d.

In shares of oil and miscellaneous companies Broxburn Oil have advanced 12s. 6d. per share, also Uphall Oils and Young's Paraffin each 2s. 6d., but Oakbank Oil (new) have declined 6d. per share. Diamond Mining Corporation of London are at 40s.; Lawes' Chemical, 5½ to 5¾; Neuchatel Asphalt (ordinary), 5s. to 7s. 6d.; and Uphall been sold from 9 to 9½.

THAKSIS SULPHUR AND COPPER COMPANY.—The special meeting of this company is now announced to definitely consider the proposals to issue share warrants to bearer, and the re-arrangement of the 7½ paid shares, as well as placing the company under the provisions of the Act of 1867, wherein power is conferred to reduce the shares to a lower denomination, an alteration, however, the directors are adverse to at present. A series of resolutions will be submitted enabling the company to carry out this reduction and division of capital by exchanging the 7½ paid shares into fully paid 10s. shares. The call of 12 per share on the present 7½ paid shares to make them 8½ paid will furnish 31,100l. new capital, and the par value of 8224 new shares—82,240l.—will together furnish an additional capital of 113,340l., making the total capital 1,250,000l. Instead of issuing these new shares *pro rata* it is proposed, so as to give every shareholder participation in the advantages resulting, to sell them to best market. If they realise about the recent prices—say over 40s. per 10s. share—a premium of 24s. 720l. will be secured, which, along with the increased capital above mentioned, will enable the debenture 40s. to 22s. 6d. to be paid off, if deemed advisable.

ARNISTON COAL COMPANY.—The report of this company for year ended Sept. 30 states the new fittings enabled the output to be increased 35,000 tons. After making the usual provision for depreciation, &c., and setting aside 1000l. as a further depreciation on the whole wagon stock, and charging to reserve various sums expended on underground workings, the net balance of profit, including 1246l. brought forward, is 7530l. A dividend of 9s. 7d. per share is recommended, which, with 6s. 5d. paid at Whitsuntide, makes 10 per cent. for last year, an increase of 2 per cent. over preceding year; a bonus of 2s. per share, or 1¼ per cent., is also recommended, leaving 1680l. to carry forward.

EDINBURGH.—Messrs. THOMAS MILLER and SONS, stock and share brokers, Princes-street (Nov. 3), write:—Since Oct. 26 prices of home railway stocks have been well maintained. In North British the late rise has been continued, the price having risen from 91½ to 92½; Caledonian has improved from 107½ to 107¾; Glasgow and South Western, from 116½ to 118; Highland, from 106 to 106½. The last-named stock still carries the half-year's dividend of 2½ 10s. Canadian stocks have risen on the statement that the through rates from Chicago to the East Coast have been raised. American railways also are generally better. Royal Bank stock has risen from 210 to 212. Bank of Scotland has risen from 292 to 292. North British and Mercantile Insurance shares have risen from 65 to 64. In mining shares, Clyde coal has risen from 57s. to 66s. 6d.; Marbella Iron Ore has risen from 6½ to 57½, but at one time they were as low as 97s. Broxburn Oil shares have risen from 29 to 30½.

IRISH MINING AND MISCELLANEOUS COMPANIES' SHARE MARKET.

DUBLIN, NOV. 3.—Mining shares have ruled unusually dull. Berehavens opened weak, at a further decline of 6d., but subsequently rallied again to 7s. 6d. Wicklow Coppers are 3d. easier, at 14. The market for both these has been very variable. Berehavens advanced 2s. to 8s. 6d., closing 1s. lower; and Wicklow Coppers, after having been in strong demand, and 3s. 9d. higher, at 18s. 3d., dropped to 16s., afterwards rallying to 17s. 6d., and closing at 14s., compared with 6d. higher the previous week. Railways have been dull and rather easier. Great Northern were weak, although a small lot did obtain an advance of 5s., at 117½. Great Southern was 5s. easier, at 109½. Midland Great Western opened firmly at an advance of 10s., at 84½, but subsequently lost the advance, closing fairly steady at 84. Great Northern (Dungannon) Three per Cent. Preference realised last price—17; and Waterford and Limerick Four-and-a-Half per Cent. Stock sold at 12¾. Belfast and Northern Counties Four per Cent. Debenture was 20s. lower, at 105; and Dublin and Wicklow Four-and-a-Quarter per Cent. Stock was 10s. easier, at 110½, while Great Northern Four-and-a-Quarter was 5s. higher, at 112¾. Midland Great Western Four-and-a-Quarter Stock repeated 111.

CORK.—Messrs. J. H. CARROLL and SONS, stock and share brokers South Mall (Nov. 2), write:—Great Southern were done at 109 to-day, and Midlands at 83½ and 84; Bandons also changed hands at 86 and Bantry Extensions at 10½. National Banks were bought at 23½ to 23¾, and Munsters at 7½. No change in Provincials or Hibernians. Cork Steam Packets remain 11½ to 11¾; and Lyons Shares, 4½. Goulding's are 1½ to 1½ at 8½, and Gas shares at 6½. Levy's remain about 5, and Harbord Board Debentures at 102½.

GLANDORE MANGANESE MINES (County Cork, Ireland).—In August last a most important discovery of manganese was made in the deep adit, which is 16 fms. deep. A new lode was discovered, standing as whole ground which had never been worked. It has since that date been driven nearly 18 fms. and has been producing, for the width of the level, which is 4½ ft. wide, 4 tons of manganese per fathom; but cuttings have at intervals been made, and the lode is found to over 10 ft. broad, and no wall. It is calculated that 2000

tons of manganese have already been laid open, which is being increased at the rate of 700 tons a month. Samples have been assayed and found to produce over 71 per cent. of bioxide, worth about 4½ 10s. per ton. These mines have been nearly continuously worked since the year 1834.

EAST LONG RAKE MINES.

IMPORTANT DISCOVERY.

SEE REPORT.

During the past few days a splendid discovery has been made on this mine. At a depth of only 12 ft. from surface a large body of ore has been discovered, from which solid blocks of lead weighing half a hundredweight have been raised. This is now being worked on tribute at a good profit to the company. These ore deposits (or "flats" as they are called) in the limestone FREQUENTLY RETURN MANY THOUSANDS OF POUNDS WORTH OF LEAD, and there is every probability of this one being highly productive.

The mine generally is opening up well, and sales of ore, of which there is a large quantity at surface, will commence in a few days.

Shares should be secured at once for bona fide investment, as they will doubtless rise considerably in value.

For particulars, apply to

J. MILES TAPPAN AND CO.,
28, FINSBURY CIRCUS, E.C.

WATSON BROTHERS' MINING CIRCULAR.

WATSON BROTHERS,
MINEOWNERS, STOCK AND SHARE DEALERS &
1, ST MICHAEL'S ALLEY, CORNHILL, LONDON.

It was the original intention to have had Langford in 20,000 shares; of which 5000 were to be held in reserve; and 15,000 issued to provide working capital. But considering the mischief arising to many limited companies from the want of sufficient capital, it was decided to increase the number to 25,000 shares, and to hold more of them in reserve. The formation of the company so far has been a great success, for without a single advertisement appealing to the general public about 17,000 shares were applied for within little more than a week; and the allotment has been fairly made. No more shares can be issued at par. The company now starts with ample capital in hand and a good reserve in store; and we trust ere long the shareholders will receive ample interest for their outlay. We have since our last received a communication from a gentleman who has known the district well for the last 30 or 40 years, and has found many good bunches of silver. He says, "Every old silver miner thinks well of the junction at Langford and would like to see it, because it was something wonderful at Harrowbarrow, when I was there three years ago, and stood over the exact spot with Capt. Knox. 'Like causes produce like results.' We trust our correspondent may be right. Another gentleman, a stranger, applied for 500 shares, and wrote, 'I have applied for these shares especially as an encouragement to you in your endeavour to form a limited company upon purely honest principles, an attempt hardly ever made in mining, much to the prejudice of every one connected with that important interest.' As we have said before we tried the experiment of grafting the chief feature of the Cost-book upon Limited Liability, and hope others will follow this example.

There is nothing particularly new this week in any of our mines, except Parys, and our time has been occupied almost from morning till night in attending to Langford and the numberless applications for shares.

A further and most important improvement has taken place in the No. 2 lode at the 90 west of cross-cut, at Parys Copper. The lode is now worth 3 tons of good ore per fathom and the agents evidently consider it is approaching a great body of ore. That, perhaps, which we have been so long expecting under the great open cast.

MARKET ECHOES, AND MINING MATTERS.

For the last fortnight quietness has been the predominant feature of the mining market in all its departments. It is not, as our readers are aware, that the metal markets are weaker—on the contrary, both tin and copper well maintain their late advances, but the public, for some reason or another, have not commenced largely to invest in mining shares. As a rule, at this time of the year the mining market is in a brisk condition; but, so far, it must be admitted the autumn business has been of small dimensions. With a strong and rising metal market, however, this state of affairs can scarcely last long; we shall not be surprised any day to see a sudden awakening, when buyers of mining shares will become all at once alive to the merits of many shares now very much neglected. They will then, no doubt, cheerfully give cent. per cent. more than would now purchase some of the cheapest and most promising shares on the market. It is few who have the courage to buy when shares are low and depressed.

General mining news is remarkably scarce at the present moment. There has been a lull in the demand for tin shares—a lull which can only be very temporary, seeing the extremely strong position of tin; there is but a languid demand for copper shares, and scarcely any at all for lead shares. And, as regards Indian gold mines, everyone is awaiting the arrival of some decisive information as to the crushing; so dullness reigns almost supreme. Exceptions must, however, be made in one or two instances. Fotoli has recovered a little, whilst Frontino, upon a promising return, have risen quite 10s. per share. Calao "Bis" are about 15s. A large business has taken place in these shares without hardening the price. We hear that the forthcoming meeting will be adjourned, as the report of the committee of investigation is not yet ready. Gold Coast shares have also been in exceptional request, in consequence of the very promising outlook at the mines. If the manager's statements can be relied upon the property must be a very rich one. The shares, with 20s. paid, are about 30s. Richmonds have been another exception. On the announcement of another dividend of 10s. per share, and a good discovery of ore, the prices advanced to 17½.

We are frequently asked what are the cheapest low-priced tin or copper shares now offering on the market. Just at present there are several capital speculations of this class. In no case does the price of the shares exceed 20s. Without pretending to give a complete list, and confining our selection only to market mines, we would name, for tin, East Blue Hills and Polrose, and for copper, Devon Friendship, West Caradon, New West Caradon, Parys Corporation, and Prince of Wales. A better general demand for mining shares—which must come

sooner or later—or any improvement in the mines themselves, and they have all of them some good points to come off in the near future, would cause a quick advance from the existing extremely low prices. At any rate an investment spread over half a dozen of the above would probably give at least two prices within the next six months. There are also good and cheap shares now to be bought in Wheel Langford—a home silver mine—on the fairest possible terms to the public. The capital has been fully subscribed, and the shares will probably rise 200 or 300 per cent. before long. Moria Du shares are also well worth buying at present low quotations.

JAMES H. CROFTS.

GOLD HILL MINING COMPANY.

SIR.—The stones of ore sent to the company's office by the company's manager—Capt. Treloor—referred to in last week's Journal, have since been assayed by Messrs. Johnson, Matthey, and Co., and the following is the result:—

Sample.	Produce of Gold.	Produce of Silver.
Reservoir, South Vein, Gold Hill...Ozs.	4.900	1.050
" No. 2	1.050	0.400

Per ton of 20 cwt. of ore.

The above samples were first referred to by Capt. Treloor in his letter to the company dated Sept. 28, as under:—"In excavating the ground for our reservoir we intersected a few small veins of ore, and two of them, though very small, having a promising appearance. I put a few hands to open them out a little. Finding they enlarged in descending, and showed a fair sample of gold, I have deemed it advisable to give them a further trial, and shall consequently make arrangements to place the reservoir on the south side of the road."

In his next letter (Oct. 6) he remarks upon these veins as under:—"The veins we intersected in making the reservoir referred to in my last continue to open out satisfactorily. I deem it my duty to keep you informed of the state of the mine as it actually is at the time of writing, consequently my reason for referring to these veins, which by some would be considered insignificant, and which in some places would really be so, but in the Gold Hill estate, where the other paying lodes—the Randolph and Bernhard included—did not at surface give greater, or perhaps so great promise, the case is different. These veins are intact, and very promising. At surface they were only about 1 in. thick, and now at the depth of only 6 ft. are about 4 and 6 in. respectively, and portions of both show good samples of gold, and apparently in depth will unite; at present they are only about 3 ft. apart. Availing of my son's visit to me from South America on his way to England I have sent you a small box, containing a few stones of ore from each vein, that you may see the nature and size of them. The box is divided by a piece of wood; the largest piece came from the south vein. I do not wish to unduly raise hopes; in fact, it would be unwise to build too much on what we have yet seen, but I can truly use the Cornish homely saying, 'It is a kindly gossip, and well worthy of a trial.'"

Capt. Treloor under date of Oct. 15, received 31st, further refers to these veins as under:—"The veins met with in the reservoir excavations, which in future will be designated 'reservoir veins,' present no change to remark upon since my last."

A. Z.

At Redruth Ticketing, on Thursday, 783 tons of ore, of 6½ average produce, and containing 47 tons 11 cwt. of fine copper, were sold for 2486l. 5s. 0d., being 37. 3s. 6d. per ton of ore; 10s. 5½d. per unit, or 52l. 6s. 0d. per ton of fine copper in the ore, and an average standard of 97½ 11s. Subjoined are the particulars of the two last sales:—

Date.	Tons.	Standard.	Produce.	Per ton.	Per unit.	Ore copper
Oct. 20, 2352	2352	£101 4 0	5½	£2 18 0	10s. 4½d.	£5 18
Nov. 3, 783	783	97 11 0	6½	3 3 6	10s. 5½d.	52 6

Compared with the last sale, the advance has been in the standard 5s., and in the price per ton of ore about 4d.

The Queensland Land and Coal Company notify that a telegram has been received from the railway department of the Queensland Government stating that the railway which is being constructed from the coal fields of the Queensland Land and Coal Company (Limited) to Maryborough, and for which the company is providing rolling stock, will be completed by July 1, 1882.

The Mortgage and Agency Company of Australasia has just received letters from Fiji, which are great evidence of the growth of this most promising Colony. The demand for labour greatly exceeds the supply, and the Government have had again to send to India for Coolies. The sugar and coffee plantations are looking remarkably well, and one estate in Tavania has recently yielded as a second crop 1200 lbs. to the acre. This speaks for itself as to the capacity of Fiji for successfully competing with Ceylon for the growing markets of Australia and New Zealand.

The Minera Mining Company directors have declared a dividend of 1s. 6d. per share, payable on Nov. 18, for the past quarter.

WHEAL HONY AND TRELAUNY.—We are informed that the water in Smith's shaft is forked down 47 fathoms, where a slight stoppage occurred through old timber. This is being cleared away, when lift will be dropped to the 55. It is expected that the 55 will be reached by next Saturday.—New shaft on Great Hony lode: Derry shaft, going down quickly in good ground for sinking; present depth 12 fathoms.—Hony adit through elvan, and now being rapidly driven at 3½ 10s. per fathom. This adit will shortly cut the lode.—Brookbank Lode: The Romanes shaft on this lode is squared down to adit level, and timber being put in to secure it to surface. The men now going to work below the adit with hand pump, and the shaft will be carried down of proper size and sunk rapidly. The 25-inch cylinder engine, vertical beam, double acting, with 6 ft. stroke, purchased for the development of this lode, will be up as soon as possible. The foundation for engine-house is excavated, and stone is being raised at the Hony Quarry for the building, which will be commenced at once. It is expected that this engine will take the shaft down 50 to 60 fathoms. The property of the company is sufficiently large and valuable to form two companies. The Great Hony and Trelawny lode is proved rich to a depth of 200 fathoms on both sides, and the other lode, the Brookbank, shows magnificent indications of turning out as rich as its brother lode.

WHEAL GEORGE.—The monthly report from Wheal George is of a most favourable character. The work of development is being pushed forward with all possible speed. As the new level is advanced, the lead regularly improves. Last week the mine was visited by a number of gentlemen, who unanimously expressed themselves fully satisfied with the development of this important and valuable young property. It has been decided in future to adopt the plan of sending the monthly and weekly reports direct from the mine to the office of this Journal, instead of, as heretofore, having them sent through the London office of the company.

THE WEMYSS MINE.—The property is situated in Cardiganshire, adjoining the celebrated Frongoch Mine, and on the same lode. It was at one time worked with that mine, but the lease having run out, the lessees were unable to obtain a renewal, the lessors having an objection to their mine being worked in conjunction with another property. The present company has a capital of 25,000l., which is held in a few private hands. They commenced operations in that portion of the mine which adjoins Frongoch, and had been worked by their levels, and is now being pumped by Frongoch, and found a very fine course of lead and blende. Their attention was then called by a surface discovery to the western ground, when they opened an old shaft 18 fms. deep. Upon clearing this they drove a cross-cut north, and in doing so have cut one of the finest courses of ore found in Cardiganshire for many years. It has been laid open for a width of over 20 feet, and for the whole distance is worth 1 ton of lead per cubic fathom. The company is conducted on very economical principles, the offices being in Aberystwyth, and the directors, or managing directors, receive no remuneration, being all large shareholders. Situated as this mine is between Frongoch and Red Rock Mines, both of which have proved highly productive, there is no doubt that this extraordinary discovery will continue to improve in depth, and make the Wemyss Mine as valuable as its neighbours.

SCOTTISH AUSTRALIAN INVESTMENT.—The half-yearly report shows an available balance of 21,459l., out of which a dividend at the rate of 15 per cent. per annum is recommended on the ordinary stock, leaving 3959l. to be carried forward.

FOREIGN MINES.

ST. JOHN DEL REY.—The directors have received the following telegram from Morro Velho, dated Rio de Janeiro (no date): Produce (number of days unutilized), second division of October, 9750 tons, value 37784; yield, 5.1 oits.

BERNHARDT.—Dr. Drake: Statement of progress for two weeks ending Oct. 8: 8000 feet drift West: Feet run to Oct. 1, 802 ft.; run for the weeks ending Oct. 8, 21 ft.; total distance run to Oct. 8, 823 ft.; run for the month of Oct., 21 ft.; 2000 ft. Drift East: Upper Level easterly, feet run to October 1, 12 ft.; run for week ending Oct. 8, 8 ft.; total distance run to Oct. 8, 20 ft.; run for the month of Oct., 8 ft.; 2000 ft. Drift West: run for week ending Oct. 8, 21 ft.; total distance run to Oct. 8, 12 ft.; run for the month of Oct., 12 ft.; Remarks: No change in the 6000 ft. west. Work in the 2000 ft. east continues in low grade.

POLOSI.—Copy of telegram received from the mines on Nov. 3: Between 950 and 975 tons of quartz milled; 25 days full work; remittance for month between 800 and 900 ois.

QUARTZ HILL.—The telegram received from the confidential agent on Nov. 2 says: 47 ois. troy and 8800. Mill has run 20 stamps this week.

COLORADO UNITED.—Advices from the mine are to Oct. 12: The engine in Union tunnel continues to do good hoisting, and the mine is being cleared up of rock as quickly as possible. Two new contracts have been let, one for 12th drift, the other No. 1 stop east of silver ore shaft in 11th drift; six men working in each. The contract to sink the silver ore shaft has been stopped for the present, probably for three weeks, to allow the 12th drift men to get far enough away so as not to interfere with the shaftmen. The 11th drift is going ahead with 4 to 5 in. of ore. The No. 2 stop back of 11th level is looking about the same as it has been all along—4 to 5 in. in ore. The 10th drift is also about the same—1 to 2 in. of ore. During the past month the tributaries places have been looking better than usual. A lease has been granted Job and Co. on the Onaka property. On the West Terrible tunnel the Lyeon has been struck at a distance of about 150 ft. from the mouth of the tunnel, showing ore from 1 to 2 in., the value of which has not yet been tested, nor have we delayed running the tunnel at present. We have commenced to start the mill again, and are running well with water-power.

FIORINO AND BOLIVIA GOLD.—The following is the statement of profit and loss of this company for the month ending August:—1711 tons produced 2701 ois. of gold, average 1 oz. 13 dwts. per ton; gold bought, 188 ois.; total, 2887 ois.; value, including profit on exchange, 70224. Cost at the mines at Medellin and La Loma, 42764; gold bought, 3111; total, 45875. Profit, 24346. The above cost of 42764 includes sum of 2837, which has been spent on improvement in the several mines, but does not include a sum of 3652, which has been spent on capital account. The remittance which has arrived by this mail is the largest monthly remittance recorded. Mr. White reports that the mines are going on most satisfactorily, and that, even making due allowance for the inferior mineral on the dumps, it was evident that, with a fair supply of water, our remittance would have reached 250 lbs. (Spanish)—or, say, 3500 ois. It will be remembered that the Pucuna mine reached the mines only on the 12th of the month (August), to which the above return relates, and that the monthly accounts are made up to the 20th of each month.

TOLIMA.—The estimated returns for August were 83663, obtained at a cost of \$8123, showing a loss of \$2529, or 827.53. The low return is explained by the flooding of the mine through a breakage in the pumps, since repaired.

FORTUNA, LINARES, ALAMILLOS, AND BUENA VENTURA MINES.—The mine reports, dated Oct. 26, reached London in due course, but pressure on our space and the circumstance that they were sent to us at the last possible moment compels their omission until next week.

COTACACHI.—The manager reports: "Adit 60 ft. (60 ft.). We have now broken through the reef at this point, and it is at least 6 ft. wide, and first rate stone. We are getting a good big heap of stone at the entrance of the adit. The 250 ft. adit is progressing slowly, as the ground has to be closely timbered."

DON PEDRO.—Mine captain's letter, dated Oct. 5: Drainage: Machinery has given a great deal of trouble since my last, the first breakage being hoses of fly-wheel, the second of top valve, and the third of sweep-rod. These breakages, combined with the necessary stoppages for repairs, has thrown the water in above the stuffing-box of jack-head, caused the air in the mine to be foul temporarily, and other No. 2 rise, which has been taken care of. Explorations: In sampling over the galleries at surface and near underlie, canon, and No. 8 shoots lode, some very good samples were taken (boxwork), therefore we are following these branches; although the samples sometimes are very good, at others they are very poor. The branches are small and irregular, and in close juxtaposition with the old workings; but, as the extraction of the gold is comparatively costless, we intend to follow these branches a little, as they may lead to something better.

P.S.—12 Midway: Engine just gone to work, and no time for the engineer to write.

LAST CHANCE CONSOLIDATED.—The Last Chance Consolidated Silver Mining Company have received (Nov. 3) the following telegram from their agent at Salt Lake:—"We have now on the dump about 10 tons first-class ore. We have during last week run 16 ft. in Tunnel No. 3 Opulent Mine."

LA PLATA MINING AND SMELTING.—Smelting statement for the week from Oct. 3 to Oct. 9: Ore purchased, 953 tons; ore smelted, 734 tons; silver produced, 19,333 ois.; lead produced, 159 tons; silver-lead bars consigned to refiners, 155 tons; value of consignments, \$33,000; total, \$33,000.

RICHMOND CONSOLIDATED.—Nov. 4: The following cablegram was received this morning from the mine at Eureka, Nevada:—"Sunk 9 ft. further. Ore continues rich."

—Nov. 3: Cablegram: "Last night drifting south from ore chimney struck cave 25 ft. long, 8 ft. wide, with good ore in bottom. To-day sunk 9 ft. in the ore grade above average."

—Nov. 1: Cablegram: "Week's run, \$44,000, from 880 tons of ore. Refinery, \$37,000."

Rickard, Eureka, Nevada, Oct. 12: I beg to hand you report of the different operations for the past week. North drift from Lizette Tunnel cross-cut has been extended 7 ft. in broken ground. The 200 north has been advanced 7 ft. without any change to mention. The 200 south has been drifted 8 ft. in the same character of ground. The 200 west from shaft, has been drifted 11 ft. in favourable ground. The 200 south from west drift, has been advanced 9 ft. in broken ground, mixed with ledge matter, and still very favourable for ore. The 300 north has been drifted 14 ft. in limestone. The 400, north from No. 11 adit, has been advanced 7 ft. in hard ground. The 700 east has been advanced 12 ft. in limestone. The 1200 north cross-cut has been extended 25 ft. still in quartzite. The chambers are looking very well, and turning out the usual quantity of fair grade ore. The furnaces are all smelting the average quantity of ore, and are in good working order.

EUREKA (NEVADA) SILVER.—Report on mines for the week ended Oct. 10: Bald Eagle: The 150 ft. west drift continues in very favourable ground for drifting; progress this week 38 ft.; total, 40 ft. from the shaft. The 150 ft. north drift is somewhat harder ground; progress this week 10 ft.; total, 46 ft. from the east drift. Repairing the main incline is progressing rather slowly at present, owing to the crookedness of the shaft at this point; progress this week 10 ft.; total, 95 ft. below the 150 ft. level.—Williamsburg: Work has been resumed in the stopes between the 1st and 2nd levels. No change since last report.

PIERREFITTE.—Oct. 29: The manager reports as follows:—In the south mine the ground in the adit level is favourable for driving, and good progress is being made. There has no material change taken place in the stope since last report. It continues to yield good lead ore. In the north mine the stope over the No. 1 level, west of No. 2 rise, yields 2½ tons of lead ore per fathom, and a ton of blende. In the cross-cut south of No. 2 level the ground is harder. It is, however, highly mineralised with lead and blende. In the No. 3 level the lode which we recently left standing at our right hand appears to have shifted its position, and there are indications of its forming on the left hand or south side. The reason of this is that it is at this point cut in two by the slide, at which point the lode is disordered. It appears to be re-opening again the west side of the slide, and good lead ore is coming in with it. Fair progress is being made in cutting the tramway road from the mouth of this level around the face of the mountains to the large cable. The quantity of water flowing from the ravine is gradually increasing. We have sufficient to drive the lower crusher at a tolerably fair speed, and to drive the winding-machine and stone-breaker at fair speeds, but not quite enough to drive the crusher and jiggers.

—Oct. 22: The manager reports:—In stopping down the end of ground for the incline shaft in the south mine the part of the lode being wrought on does not at that point yield quite as much lead ore as it did last week. In the north mine we have commenced stopping the back of the No. 1 level, west of the No. 2 rise, and shall be in a better position to state the value of the lode later on. The stope yields good lead ore, but we are working in the least productive part of it to make better advantage to stope the more ore parts. The cross-cut south in the No. 2 level still lets out a little water. There is no material change to report at this point. In the No. 3 level the slide from the left hand has been intersected, and blende is the same as that seen in the level above. It carries gossan, munda, and blende. In the present end it has temporarily eased the ground for driving a little within its immediate influence. The quantity of water has begun to increase, and we expect will continue to do so. The new tramway from the present site of the stone-breaker will be ready to convey the ores to the lower crusher within the time stated—14 days from date of last report. Immediately after we shall begin to break ores for both crushers. We calculate using both machines more or less according to the water supply commencing after the middle of the week.

RUBY AND DUNDEBERG CONSOLIDATED.—Report on mines for the week ending Oct. 9: Dundeburg: The 700 ft. level (south) has been advanced 10 ft. during the week, and is now 6 ft. past the end of this branch of the No. 7 ore body, which does not appear to go any further in this direction. The No. 7 ore body, below the 700 ft. level, is looking well, and is producing the greater portion of the ore now being shipped. The north drift from No. 2 chamber, 30 ft. below the 600 ft. level, continues in low grade ore, with occasional bunches of good ore. This drift looks very encouraging, and I think the prospects of finding the continuation of No. 2 ore body in this direction are good. The No. 6 ore body, below the 600 ft. level, has narrowed down to about 11 in., while the ore body is rather better. The drift from No. 6 vein, 30 ft. below the No. 6 No. 6 ore body is lying nearly horizontal, consequently the drift will have to be continued considerably further before intersecting it. Have reduced the force to 32 men, including the blacksmith, engineer, and fireman. We have shipped 52 tons of ore this week.—Bullwhacker: The 400 ft. level is in somewhat harder rock; progress this week 20 ft.; total, 124 ft. from the shaft. The taken from the mine at present. We have shipped 37 tons of ore, and have six men and four contractors at work.

—Copy of Telegram received from Eureka Nov. 1: The week's run from the furnace was 810,000, from 252 tons of ore, producing 32 tons of bullion. The shipments of the week were 134 tons.

ORGANOS.—The superintendent, under date Sept. 20, after referring in detail to the various operations in the mine and at surface, says:—"I am glad to say during the next month in Aipe. We have a good train of mules carrying here, to work over the pile of tailings by the river side. I, however, think it best to avoid petty means of working like this, but keep all until we are ready for a proper start. In conclusion, I have only to report that I am spring no effort to forward the works generally, with the strictest degree of economy possible."

COLOMBIAN HYDRAULIC.—E. S. Jones, Sept. 20: Malpasu New Opening: I have not cleaned up this month, as we have been piling on tailings. The gold

remitted has been obtained from the old sluices that had to be taken away, and gold purchased. During the past month we have been piling on the tailings that had necessarily to be taken away to enable us to reach the gravel bank at the deepest point; we could not avoid these, as they are over the channel we have to pass. On the 17th I commenced piling again on gravel to open out the cut wide enough to start working the gravel that stands ahead; this operation will take at least one month more, then we shall have to bring up the sluices, cutting through the rest of the pipe-clay that rests on the bed-rock. The gravel we are taking away will pay part of the expenses. I am glad to inform you of very good quality, and from that point upwards the mine will begin to pay well; but shall not be able to reach it for another month at least. We must clear the channel and finish taking away the obstacles, such as the hill of tailings, &c. Notwithstanding the few showers we have had the outlet has not been cleared, and I fear we shall have to extend the sluices to have a better dump for the rocks.—Old Upper Level: I have ordered the commencement of putting up the tubes, with the intention of using the surplus water when it rains; this will assist us in recovering the losses in the few months we have had take in opening up the mine below.

HOOVER HILL.—Extracts from letter from resident engineer, dated Oct. 19. My last was dated the 11th inst. I have now to acknowledge your letter of the 5th inst., to hand this moment, and which I will more particularly notice in my next. I have also received your cable worded—"Letter Sept. 27 not arrived; send copy immediately." I have paid Rigby the balance on his contract, as well as the bill unpaid entered in September sheet. The compressor and drills have gone to work. I am sorry to inform you the water has gone down so low we can just manage to obtain water enough for five stamps and feed the boilers. There is no sign of rain. This long drought is something extraordinary for this district. I propose to clean up on the 25th, making a month's run from the last; of course, the quantity passed through is small. I have had the mill insured for \$25,000.

The directors have also received copy of the missing letter, dated Sept. 27, as follows:—"I beg to confirm my letter of the 14th inst., and cable of the 25th inst. worded: 'Crushed 250 tons, producing 130 ois. of gold.' From my past letters you will have learnt our blanket and is being accumulated, and whatever free gold it contains must stand over until we are prepared to work it up. In the meantime I take the following as making up the produce of the ore crushed:—Gold obtained, 143 ois.; allowance for free gold in blanket sand, 47 ois.; total, 190 ois., or equal to 15 dwts. 4 grs. per ton. The quantity worked has been less than expected, owing to delays incidental to starting new machinery, but lastly in consequence of the falling off of our water supply; I trust this drawback will not last long. We are now bringing down ore from Gallimore, and our next result will be more satisfactory. Underground works are progressing as usual. The ledge about Gallimore has lately undergone some change, and does not pan as good as in the past, but it may change at any moment for the better. We are making good progress with our trial shaft at Huskins. Soon we shall be able to drift out with I hope the good luck of striking this rich ledge, which is reported to be about here. The compressor and drills are progressing towards completion, and will soon go to work."

A telegram to the following effect was received on the 1st instant:—"I remit for your bill, Clap de M. 1st day. Payment made."

ALAGO "BIS" GOLD.—Extracts from Mr. C. C. Dwyer's letter of Sept. 6: Progress of works: Since I last wrote to you we have had to contend with deluges of rain, which have seriously delayed all our surface operations, though this must always be expected during the months of August and September.

The underground drifting from No. 1 shaft eastward has been pushed on as quickly as the ground would permit. Since passing through the quartz leader at the 66 ft. level, referred to in my last letter, we met with another, showing a few feet further on, but as these are both dipping to the westward I am for the moment leaving them to be explored when further work can be done from the main shaft. No. 1 shaft drift has also been actively pressed forward in the direction of drift east from No. 1 shaft, and I hope to be able to tell you by next mail that these drifts have been communicated, and thus materially improve the ventilation of No. 1 shaft. I have also commenced a drift westward from the main or No. 1 shaft, just above the water level, in the direction of No. 3 shaft, and in this way about 700 ft. of ground at a depth of 90 ft. from surface will have been proved.—The Azules Mine: The explorations in search of the continuation of the Azules vein to the north-east have been energetically pushed on all the time, and I expect this will enable us to discover the main lode. Since my last I have recommended the sinking of the Azules winze, and at about 90 ft. deep struck a strong body of quartz, showing in parts good gold; this is holding down over a considerable portion of the western part of the shaft; the quality of the quartz is compact, rose tinted, and resembles that found in the 30 ft. level south, samples of which I lately forwarded.—Arrival of Machinery: I have glad to be able to tell you that S. Nor Femay arrived in Callao on the 4th inst.; he has succeeded in bringing one large boiler, the small vertical boiler for the main shaft, the crusher, &c., in all seven carts of machinery, to the north side of the Yururari river. Now, however, comes the tug of war; how these heavy pieces are to be passed over a broad river in heavy flood, 30 ft. deep of water, running about six miles an hour, and with a ferryboat not warranted to carry 1 ton safely, is a problem which we must solve in a day or two. Messrs. Dalton and Co. send us advice by this mail that they dispatched three carts with machinery from Bolivar on Aug. 28, and that they hope to load up a considerable quantity more by Sept. 15.

Sept. 7: Last intelligible cable: Yesterday we struck the country rock known commonly as bluestone, at the Azules winze, at a depth of 95 ft. from the level of the main gallery, and 155 ft. from the top of the Azules Hill; the lode in the shaft is strong, and contains considerable quantities of gold easily discernible to the naked eye, the bluestone forming the hanging wall is also spotted with gold. I look upon this as a very great improvement.

DINGLEY DELL ESTATES AND GOLD.—Received the following from the manager, dated Oct. 7: Since our last communication we have been raising quartz from No. 1 reef, and making it ready for the pulverisers. From this place about 15 tons have been got out, when further information of importance they will be sent. It contains a considerable amount of pyrites, and from the softer seams we very often show a colour of free gold with the fan. Altogether it looks very satisfactory, and has the appearance of making in depth. We have very nearly completed excavating ground for the reception of the engine and pulverisers, and considering we have had nothing but native tools to work with our progress has been very good.

COLAR (Gold).—On the 10th inst. I forwarded you a copy of telegrams with reference to a new lode having been struck in No. 2 shaft; and, as my directors are now about to begin the work, I thought it of importance to inform you of the progress. I have now the pleasure to send you below extract from the manager's letter received this day, confirmatory of the telegrams:—"No. 2 Shaft, West Cross-Cut: We are now entirely through the lode intersected here at 42 ft. from the shaft. It is fully 3 ft. wide, and to-day (Oct. 10) we start to drive north and south on its course. I have found visible gold in the quartz; and the casings, which I have had washed several times in the last two or three days, produced a fine show of gold."

SUNDYBROOK.—B. D. Plummer, Oct. 3: Last week we were somewhat thrown back in the engine-shaft on the Maharajah's reef on account of having to make some little alterations at the engine, but now we shall, I think, get on without let or hindrance, and our progress will consequently be much faster. As soon as the water is drained from the air shaft we shall recommence operations in sinking this deeper. There is little or no news to report from either of the shafts on the eastern reef; indeed there cannot be much to report at any point as to the character of the reefs in depth, as all our shafts are perpendicular, while the reefs have an angle or dip of about 33° to the west, but what we are doing is to sink a vertical shaft, and all our shafts are good, and fit for the continuance of deep sinking. The rock looks very well, and I still am encouraged and hopeful of success.

ISABELLE GOLD.—Mr. Lewis Chalmers (Oct. 6) writes: I hope to prove before the close of the year that I have not only acted for the best, but that nothing I have done for the company since I became their manager has conduced so much to their prosperity. I am very busy, and getting along with the additions to the mill as quickly as I can with a few men, but I shall not waste your time with details. Bullion shipments will be the best report I can give you. Thank Admiral Selwyn for the details of his modus operandi, which is essentially do no not differ materially from that which I had adopted before hearing from him.

TAMBRACHERY ESTATES AND WYNAAD GOLD.—W. Wyatt, Nov. 4: I am glad to report having struck a reef on Chundale on a hill at the north corner of the estate, and Mr. Channier is now driving on it to a low level. The stone is poor, but I hope it may be better lower down. On Adelaide I have commenced work again, and Mr. Achard is cutting through the reef. On Eva I have driven 60 ft. into the hill behind Hosain's lines, cutting several veins of good looking quartz, and I think it likely I may meet the Cootevil reef in this adit. I am also crossing the line at two other points. I have been waiting for fine weather to work at the Lower Cattle Pen reef, as I shall have to sink below water level. Now the weather is fine, I propose working at it, taking the stone out as I go, and by so doing shall get a good quantity ready for the Isabelle stamps to commence work on. As it runs east and west, it is probably a leader from the Cootevil reef.

SAN PEDRO.—R. F. Peck, Sept. 1: San Pedro: The shaft to the 135 is now completed, and with it, the head timberman believes, the heaviest work is over, as far as regards expenditure of heavy timber. I hope this may prove to be the case, but there are still great difficulties to contend with. It is impossible now to ride through the shaft to the 150, but on reaching that level the water will be only a few metres off, and I anticipate that obtaining water from the mine will save about \$150 per month. No one seems to know really what amount of timber was previously used below the 135. Looking down there is not a stick of timber visible, but the plethoric way is evident, as the surface of the water cannot be seen for the mass of broken timber that is blocking up the shaft in this part. My own opinion is that the ground is harder below; but a certain amount of timber will be wanted, and of course an entirely new skiproad. When the wreck of timber is cleared away below the skiproad will have to be hung in the water in order to fork it, and this will require considerable contrivance. I hope the water will be reached by the end of this month.—San Antonio: I am sorry to report that the appearance here is not so promising as when we were last here, about the middle of the year. The water has been driven to the south on the lode, which still contains strings and veins of ore, but not sufficient to make it worth while to separate. To the north about 10 metres driven, and a chifton of 3 metres in length, following the ore down, which here looks promising.

CANADIAN COPPER AND SULPHUR.—Francis Bennetts Oct. 21: At the Hartford Mine, No. 5 shaft, the vein in the 70 ft. level driving east is improving, the vein being about 2 ft. wide of fair quality ore. We have also commenced a rise in the back of the 40 ft. level east, the vein in which looks well, being from 2½ to 3 ft. wide of good grade ore. The stope in the back of the 50 ft. east and in the shallow level are yielding fair quantities of ore. At No. 1 shaft the stopes are also yielding fair quantities of good ore. There are no new features of importance in the other mines. The smelting works are working very satisfactorily, and we shall be in a position to forward a consignment of regulus at an early date.

METAL TRADE.—Messrs. Vivian, Younger, and Bond, of London, have established a New York branch as Messrs. Bond, Parsons and Co., having taken into partnership Mr. John Parsons, who will act as resident partner. The tin-plate trade will be made a specialty.

Mining Correspondence.

BRITISH MINES.

BEDFORD UNITED.—R. Goldworthy, Nov. 2: Setting Report: To drive the 115, east on the north lode, by six men for eight weeks as directed, at 132, 105, per fathom; lode 13 ins. wide, composed of capel, quartz, a little munda, and spots of copper ore. The 127 east is suspended according to instructions.—Bridge Lode: To sink a small shaft west of Macallan's engine-shaft, by six men, the required depth, to reach for the 20 west, as per bargain, 164; the object in sinking this is to get the mine well ventilated before stopping can commence. The lode in the 20 east is 2 ft. wide, producing good stones of ore, and promising for further improvement. In the same level west the lode is still poor. Macallan's shaft is now down the required depth for a 20 fathom level, and the men are engaged in bringing down skiproad and footway, &c. This is let to nine men at per bargain of 117. When this is completed, no time will be lost in commencing to drive.

BELL VEAN.—R. Thompson, Oct. 29: Shaft: I see no difference, still holding good, as before reported. In the western level at the 20 there is a slip or hitch in the forehead at present which has thrown the lode from its course, but we will be through this in a shift or two. The eastern level at the 20 is being pushed on, by four men; produces as last reported. The winze in the 60 level is nearly holed. Williams's lode is being driven, by two men, at 57 per fathom. Stamping engine and boiler-house ready for covering in. The road to stamps will be in order by Monday.

BLUE HILLS.—S. Bennetts, R. Harris, Oct. 29: The 80 east end is without change, and the 42 east is also just as last noticed, producing some low quality stuff. The 30 east is worth from 84 to 107 per fathom. The sinking of a boundary shaft on the Wical Kitty lode has just been commenced at the joint expense of the two mines.

BWLICH UNITED.—W. Northey, Nov. 2: I have no particular change to report, the different points in the mine continuing just the same as last reported. The 50 east still maintains a favourable appearance. I have suspended the 12 east for a week or two, and have placed the men to cut out an arch of ore from the back of the same. The lode will yield 12 cwt. of lead ore per fathom. The stope in back of the same level will yield its usual quantity of lead ore, worth 15 cwt. per fathom. In the rise in back of same level the lode is bunchy and has slightly improved; is now worth 12 cwt. of lead ore per fathom.—Tribute Lode: No change has taken place in the value of the lode; the men are engaged in removing their ore. In the 50 east, Marvin's lode is 2 ft. 6 in. wide, chiefly composed of killas, quartz, and a mixture of lead ore, and is taking a more southern direction. Stope in back of same level will yield 15 cwt. of lead ore per fathom. Cross-cut south at the adit, to the sidelo, for the 6 ft. driving has passed through small branches and faces of lead ore, and I anticipate cutting the lode in about 2 fms. further driving. Pumping and drawing are kept going regularly; the dressing is pushed on with all vigour, and all the machinery is in good order and working well.

CWILTON COXSEA.—Thomas Gregory, Nov. 2: The men continue to make satisfactory progress in sinking Foakes engine-shaft below the 45 fm. level, 3 ft. 3 in. having been sunk in the past week, together with sending down pumps and other shaft work. In the 45 east 5 ft. 9 in. have been driven in the past week by the side of a large, masterly lode, producing a little tin and copper ore where cut into a few feet behind the end. The south or tin lode will be driven on as soon as we have room to do so. To ventilate the 60 when the shaft is at that depth, and new levels commenced, we have this week begun to sink a winze in the bottom of the 45 east, for ventilating, &c., the level below the 45 and at the point it is 5 ft. wide, producing tin and copper, but the exact size and value will not be known for a week or two, until a greater depth is reached and the lode taken down. The machinery and pitwork working well.

CARNARVON COPPER.—W. Darby, John Roberts, Nov. 1: In the 90 end we have driven during the month a little over 2 fms., and this week the ground has become a little wetter and more favourable for driving. Set to four men, at 104, 10s. per fathom, for 1 fm. In the rise at the 90 we have put up 1 fm. 1 ft. 6 in.; and this week we are taking the lode, which looks very kindly, at the point it is 5 ft. wide, producing tin and copper, but the exact size and value will not be known for a week or two, until a greater depth is reached and the lode taken down. The machinery and pitwork working well.

CARON.—J. Kitch and Son, Oct. 31: The sinking of the engine-shaft below the 34 is being continued by a full set of men, who are making very satisfactory progress. The shaft is now down 4 fms. below the level, and no time will be lost nor effort spared in completing the sink and testing the lode at the proposed 46 fathom level, where, judging from the improved character of the lode at the 34, we may expect very satisfactory results. We are pleased to say the lode in the bottom of the shaft is of a most congenial character for mining operations. At the 34, driving west of engine-shaft the lode is 2½ ft. wide, composed of quartz, bluestone, and a little lead and blende ore, which we hope to find in larger quantities as this point advances in a westerly direction.

CROOK BURN.—J. Craig, Oct. 27: The ends of the cross-cut are very similar to last week, and our progress about the same. Next week being the time for measuring and re-letting the bargains, I will put two more men in the west end. Our engine and pumping machinery are working well.

CWILTON COXSEA.—B. R. Row, Nov. 2: In going through the mine to-day I saw no change worthy of notice in any of our underground bargains. The damage done to our machinery, &c., has been repaired, and all is now in good working order. The dressing is also again in full swing, with a good supply of water for all purposes. You will notice that the parcel of lead ore—40 tons—sampled yesterday is below the usual quantity. This is to be accounted for by the hindrances caused to the dressing party by the very severe weather we have had in the past month.

CWM DWYFOR (Brynnar).—J. Danes, Nov. 2: The men are pushing on as fast as they can with Joseph's level; the ground is a little easier, and the lode is looking better. D'ERESBY MOUNTAIN.—J. Roberts, W. Sandoe, Nov. 2: The No. 6 end at the present moment is not looking so well as it has been, but we do not attach much importance to the change, as the lode is quite as large, and has a very kindly appearance, and the little change, as far as we can judge, can only be temporary. The stope in the roof is worth fully 1½ tons to the fathom. The cross-cut from the great stope is rather hard and spare for driving, but we hope to get into the ore bearing part of the lode at no distant date. We shall, however, get into the present part of the old workings in about a month.

DEVON FRIENSHIP.—W. Gill, Nov. 3: The lode at the adit end is of the same size and value as when last advised. All the stopes in the back of this level are without change of any special notice. We have cleared and secured the winze 10 fms. below the adit level, but have not yet reached the bottom; as soon as completed we will send you size and value of lode. Good progress has been made in forking and clearing Bennett's engine-shaft, which is now drained 14 fms. under the adit, where I am pleased to say the shaft is in good condition, and if we do not meet with any more obstruction between this point and the 120 we hope to be in the 25 in about four weeks. The 12 referred to in my last report, very little has been done by the former workers either in driving or stopping. The western end has been driven 3 fms. and the eastern end about 2 fms. In the western end the lode is 3½ ft. wide, where I broke some good stones of arsenical munda; a very promising looking lode indeed. The same applies to the eastern end. The machinery continues to work admirably, and keeps the water under with ease.

DEVON GREAT CONSOLS.—Isaac Richards, Nov. 3: Wheel Josiah: During the past month the 144, east of the count-house shaft, on the new lode, has been driven 1 fm. 4 ft. 7 in. the lode proving 4 ft. wide, and composed of capel, quartz, peach, and a little of both copper and munda ore.—Wheel Emma, Inclined Shaft: The 137 east, east of Friend's cross-cut, has been driven 3 fms. 5 ft., the lode part carried, 4 ft. wide, being composed of capel, quartz, peach, prun, fluor, and small quantities of copper and munda ore. It is now improved, producing 3 tons of munda per fathom.—New Shaft, New South Lode: Burgoyne's rise in the back of the 130 east has been risen 2 fms. 4 in., the lode proving 2 ft. wide, composed of capel, quartz, peach, munda, and a small quantity of copper ore. This rise is now suspended, and a new adit (Jones) being put up in the back of the 145 east, where the lode is 5 ft. wide, and worth 4 tons of copper ore and 3 tons of munda per fathom. The 115 east has been driven 4 fms., the lode proving from 2 to 3½ ft. wide, and of a very promising character, being composed of very fine capel, quartz, peach, fluor, and some good quality copper and munda ore.—Railway Shaft: Bray's cross-cut south at the 205 has been driven 3 fms. 1 ft., the ground proving tolerably favourable for progress, and very congenial for the production of mineral. The 150 west on the south part of the lode has been driven 3 fms. 3 ft. by the side of the lode for more speedily progress; the lode will now be cut into for proof of its size and character. The 175 west on the south part of the lode has been driven 3 fms. 2 ft. 7 in., the lode proving from 3 to 4 ft. wide, and worth from 1 to 2 tons of copper ore and from 2 to 3 tons of munda per fathom; its present value is 2 tons of copper ore and 3 tons of munda per fathom, and judging from its general promising character an early improvement may be expected. Bray's rise in the back of the 175 west, on the south part of the lode, has been put up 1 ft. 6 in., and communicating with Rich's winze in the bottom of the 160 east; at the point communicating the lode is 5 ft. wide, and worth 5 tons of copper ore and 3 tons of munda per fathom. Rich's winze: In the bottom of the 160 has been sunk 3 ft. 7 in., communicating with Bray's winze just referred to; this communication has laid open a valuable piece of ground, the lode having proved productive, worth 3, 4, and 5 tons of copper ore and from 2 to 3 tons of munda per fathom for the whole distance from the 160 to the 175. The 160 west, on the south part of the lode, has been driven 2 fms. 4 ft., the lode proving 2 ft. wide, composed of capel, quartz, peach, and small quantities of copper and munda ore.—Watson's cross-cut south at the 88, west of the engine-shaft, has been driven 2 fms. 1 ft. 3 in.; no other portion of the lode having been met with, drives east and west on the course of the lode intersected about 3 fms. behind the farthest point reached, and which has been previously referred to, will at once be commenced; the lode is 2 ft. wide, and composed of capel, quartz, peach, prun, fluor, a small quantity of copper ore, and some very fine quality arsenical munda. The western shaft has been sunk 2 fms. 0 ft. 9 in., making a total depth of from 14 fms. 1 ft. 6 in., the lode proving 2 ft. wide, composed of capel, quartz, peach, some very good arsenical munda, and a small quantity of copper ore; this shaft is now temporarily suspended in consequence of an influx of water. We are preparing a small lift and line of rods to be attached to the water-wheel which drains the eastern engine-shaft for pumping the water here also, and as soon as this work is ready sinking will again be resumed.

DEVON GREAT CONSOLS.—J. Richards, Nov. 3: In Willeford's shaft, sinking below the 104, the lode is 2 ft. wide, composed of capel, quartz, peach, munda, and a little copper ore. In the 60, west of Willeford's shaft, on the Capel Tor lode, the lode is 2½ ft. wide, of a very promising character, and yielding 1 ton of copper ore and 3 tons of munda per fathom. In the 60, west of Watson's shaft, on the Capel Tor lode, the lode is 2 ft. wide, composed of capel, quartz, munda, and a little copper ore. In the 50, west of Watson's shaft, on the Capel Tor lode, the lode is 2 ft. wide, composed of capel, quartz, peach, and

small quantities of copper and mndie ores. In the cross-cut south of the 20, east of Willeford's shaft, the ground continues without alteration.

DRAKEWALLS UNITED.—Messrs. Bewell, Nov. 3: We have completed the new skip-road to the 40 in the engine-shaft, and hope to get it done to the deep adit by the end of next week. We have commenced a winze in bottom of 40 between the engine-shaft and Matthew's shaft, and are opening up some good tribute ground. We have not yet met anything to value in cutting into the copper lode at the deep adit. We shall, however, try it in several places, and expect to make some discoveries of copper ore to value.

DUCHY.—Phillip Argall Oct. 29: We are forcing on the 68 fm. level west of engine-shaft with all possible speed, and hope to get into the great blende-shaft in three or four weeks. The 68 fm. level west is worth 3 tons of blende per fathom, and favourable for further improvement. The winze below the 50 fm. line now communicates with the 68 fm. level, and we hope shortly to sink it to the 63 fm. level, as it is in the centre of the blende-shoot, and worth at present 5 tons of blende per fathom. The cross-cutting driving north of the 50 fm level, to communicate with Hattorn's shaft is still in the lode, but produces no mineral of value. In the cross-cut, north of Old Pump shaft 40 fm. level, we have intersected several small branches of lead.

EAST BOTALLACK.—G. H. Eustice, J. Hollow, Nov. 2: The 35 has been driven 3 fms. east and 3 fms. west of engine-shaft, the sinking of which will at once be resumed, a contract having been let on Friday last to sink a distance of 10 fms. for the sum of £300, and to receive a premium of 5s. if completed within five months from that date. A further contract has been let to cut cistern pit, 14 fadders and ladder collars, &c., for the sum of 5s. The driving of the 35 east and west will be resumed as soon as possible.

EAST CRAVEN MOOR.—D. Williams, Nov. 3: I am pleased to inform you that the main lode in the 54 west, as well as the other ore-producing points the mine, fully maintains the value given in my last report. The main cross-cut of the 54, to get under the richer ore ground referred to in my last as producing 3 tons of lead ore per fathom, in the 54 above, is being pushed forward by a full complement of hands and excellent progress is being made. I should here remark that should the lode hold down good from the 54 to this level, which will give 22 fms. backs, a good mine will have been opened up on this lode alone, and in a remarkably short time, as the engine will not have been erected two years until next January. We are daily carting ore to the smelt mill.

EAST DAIREN.—Thomas Garland, Nov. 2: In the 104 west, on south lode, the lode is about 4 ft. wide, composed chiefly of light kilas, branches of carbonate of lime, yellowish and green, and a little lead ore. In the 92 west the end is all in lode, but not looking so well as last reported on, now yielding a little ore throughout, saving work for dressing, of a low quality. We have no improvement to report in any of the stopes throughout the different levels. At surface in costaining on the North Hill, in search of the Darren and Cwm Darren lodes, we have discovered two lodes, on which we are now opening out in depth until we meet with solid rock, in order to prove the size and character of both lodes, which are only about 7 fms. apart from each other, and as far as we have opened upon them on the back, looks fairly promising, being composed of clay-slate, carbonate of lime, and gossan. The machinery is in excellent order. Drawing and dressing progressing regularly.

EAST DEVON CONSOLS.—J. Browning, Nov. 1: The cross-cut has been driven north upwards of 5 fms., and during the last few days we have intersected branches and floors of spar strongly charged with mineral. This I take to be a good indication, and plainly shows that we are not far distant from intersecting Brookwood lode.

EASTHEROOF.—T. H. Bennett, Nov. 3: We continue to make fair progress with four men in driving on Bewe's lode, the character and appearance of which is very similar to that last reported.

EAST LONG RAKE.—H. B. Vercoe, Nov. 3: As under, I have pleasure in handing you my monthly report on the above mine. During the month the 50 has been driven west on middle lode about 3½ fathoms, the whole distance through paying ground, although somewhat variable in value, at times it has been worth fully 2 tons per fathom; in the present forecast I value it at 1 ton per fathom, and a very fine looking lode, 4 ft. wide. As we continue the drive of this level further west we are certain to find it increasingly productive, as there are several important junctions in this direction, and all of them have been very rich in silver workings, and less when intersected in the deeper and more productive stratum in which we are now working, immense deposits of ore will be found. The rise in the roof of the 50 west, which we are putting up for the purpose of improving the ventilation, is producing saving stuff for the dressing floors. The stopes in the roof of the 50 west are in a lode 2 ft. wide, producing 12 cwt. of lead per fathom. The lode in the 50 east is improving, and showing more lead than for some time past; we are yet in arrears of the Great Wagstaff lode, which we expected to have intersected ere this; it has taken a more vertical dip in depth, and this is considered a favourable indication. While this subject is under consideration, I am informed by an old miner who worked on Wagstaff lode in our set many years ago that in the bottom of the old workings 70 yards deep they left a lode of ore 4 ft. wide solid; it was stopped, owing to the winter floods having drowned them out temporarily, and before they could get to work again, the shaft caved in, and has never been opened since. The inclement weather which we have experienced during the last few days has hindered the dressing operations, consequently we shall not be ready with the ore for the Holywell Tackling next Thursday; we can, however, get it ready in a few days, weather permitting, and you can either sell at the following ticked-off or by private treaty, as you may prefer. I informed you two or three days ago of our having discovered a flat in a space about 150 yards south-west from our main shaft; the discovery referred to is only about 12 ft. below the surface; so far as seen it looks very well indeed, and may prove to be in connection with a large body of ore, at any rate it is already sufficiently rich to leave a good profit, as I have let it on tribute at 6s. per ton, the men to pay all expenses and dress their own ore, so that there is a profit to the company of 2s. per ton after the royalty is paid. From the above you will perceive that the mine has improved considerably, and that it will continue to do so, and make large returns and profits. No more to report at present.

EAST ROMAN GRAVELS.—A. Waters, Nov. 3: The lode in the 23, north of shaft cross-cut, is split into three divisions, the whole width being about 5 ft. worth 2 tons of lead ore per fathom. We have suspended the drive for the present, and put the men to stop the roof, where the lode is worth 2½ tons per fathom. The bottom of the level is in places worth 3 to 4 tons per fathom. The 109 south is at present in hard ground, and the lode is narrow, and not to value. The 97 south shows a lode 3 to 4 ft. wide, worth 1½ ton per fathom, and improving. We are driving this level by the aid of a rock-drill, which machine has done good duty today. The lode in the 86, towards level coming south from shaft, as well as the stopes above the 86, are without change since last fully reported on. We have to-day sold 40 tons of lead ore for 377s.

EAST VAN.—W. H. Williams, Nov. 2: We have a change to-day in the end of cross-cut E. E. The ground is quite disordered, and large masses of spar making their appearance, mixed up with a quantity of lode matter; what it will lead to is hard to say, but I shall watch this point with much interest. We have crossed 19 fms. At Glangwen brook we have crossed north 2 fms. in a very nice looking lode. We have several fathoms yet to cross before we reach the footwall, so that we have yet hopes of success here.

EAST WHEAL ROSE.—Wm. Skewis, T. Doidge, Oct. 21: The deep adit is cleared and secured from its commencement to Penrose's shaft, a distance of over 900 fms., together with 17 shafts. This being accomplished has given full facilities to enable a complete survey to be made on the various lodes and bearings and the different cross-courses at present. This being done, it was seen that Middleton's lode must have been born to the left instead of to the right, as formerly believed and settled by all previous parties. This lode (Middleton's) is now found to be thrown to the left about 22 fms. At that point we found the lode to be from 2½ to 3 ft. wide, with a well-defined footwall underlying east, in keeping with what Middleton's lode was on the northern side of the east and west and Cawter lodes. It is composed of floan, friable quartz, sulphur mndie, and a large quantity of rich quality silver-lead ore—altogether a very splendid looking lode, and such as we have every reason to believe will prove to be correspondingly rich as it was found to be on the north side of the east and west lodes. In such case it will be East Wheal Rose over again, even the depth of the old mine. In addition to this there is the great counter lode, which is from 2 to 4 ft. wide, upon which little or nothing, it appears, has been done. Within the last few days men have been employed in breaking the lode at different points, and we are pleased to inform you that it contains a large quantity of blende and very rich stones of silver-lead ore, and we believe as the mine is drained this lode will, from its appearance, be found to be profitably productive. The engine-house at Penrose's shaft for the 90-in. engine is up and covered in, and ground taken out sufficient for five beams, and the building of a house for these will be commenced on Monday. The stack is also up about 20 ft., showing the heaviest and most expensive portion of the work is completed prior to the fixing of engine and connections. North Wheal Rose: The engine-shaft has been collared up sufficiently high for permanent purposes, and the engine-house for the 100-in. engine is up 25 ft., and good progress is being made. Nearly all this engine is delivered. The whole of the works is being carried out upon the best possible principle, and a foundation being laid for the draining of this mine with the greatest economy and the utmost possible speed. We would repeat, especially after the great discovery of finding it as large and as valuable here as it is at the 34. The 56 is being driven east and west, and the mine drained to the bottom, and shafts sunk and levels driven under Purser's and Mitchell's shafts, one of the greatest lead mines will be opened that has been known in Cornwall.

FRONGOE.—J. Kitto and Son, Oct. 31: The 24 is being driven west of Vaughan's shaft, on the north part of the lode, which yields 15 cwt. of lead and 20 cwt. of blende ores per fathom, and as the rock is comparatively inexpensive for driving, the ground being opened is of a profitable character. At the 34—and about 140 fms. east of Vaughan's—we are driving west on the main part of the lode, which is worth 15 cwt. of lead and 20 cwt. of blende, and is productive for fully 10 ft. wide, and will yield 1½ ton of lead and 2½ tons of blende ores per fathom, and as this part of the lode is standing intact for a considerable length, and about 40 fms. high, we regard this as being an important and very promising piece of ground, hence we shall, as soon as convenient, drive a cross-cut to intersect it at the 24. Just immediately under this point we are operating on the same course of productive ground at the 44, where it is equally rich for lead, but, as far as seen, is not quite as good for blende, though we have not yet fully cut through the ore-bearing part of the lode, when opened to its full width there is every probability of finding it as large and as valuable here as it is at the 34. The 56 is being driven east and west, and the mine drained to the bottom, and shafts sunk and levels driven under Purser's and Mitchell's shafts, one of the greatest lead mines will be opened that has been known in Cornwall.

GAWTON.—G. Rowe, G. Rowe, jun., Oct. 29: The lode in the 117 east is 7 ft. wide, yielding 20 tons of mndie and ore per fathom. The part of the lode carried in the 105 east is 6 ft. wide, producing 15 tons of mndie and ore per fathom. The lode in the 95 east is 5 ft. wide, principally composed of hard capel and spar, mixed with mndie and good stones of ore. The new arsenical works are going on well, and we shall have four furnaces in full blast to-day, and hope to get the sheds and houses for protection of the same before the wet weather sets in.

GLENNY.—R. Rowe, Nov. 1: There is a decided improvement in the lode in the 108, driving north; it is about 3 ft. wide, and 1 ft. of this is well mixed with lead and blende. In the rise in the 25, instead of a rib of rich lead and blende, the lode is more mixed with spar and rock again, but it yields good stuff for the length of the rise, about 6 ft. No other change to report.

GOBBETT.—J. Browning, Nov. 1: The favourable indication referred to in my last still continue, and to all appearances we are getting through the hard bar of ground. Since Thursday last I found some fine white granite in the bottom of the adit end, which is more favorable. We expect to intersect the lode in the present driving very soon, and we have every reason to believe it will turn out according to expectation.

GODDARD'S LEAD.—R. H. Vivian, Nov. 3: The men are now engaged stopping east and west of engine-shaft. The lead ore is continuous, and by all appearances the lode will make a good mine for hundreds of fathoms in length. There is not a more defined locality; the locality is everything that can be desired, and will be certain to make a good mine in depth. The stopes now average 8 cwt. of lead ore per fathom.

GOGINAN.—John Kitto and Son, Oct. 31: Since the date of our last monthly report we have completed all our new pumping arrangements in connection with the new 50-ft. water-wheel, and have commenced to draw the water from Francis's shaft, and hope to reach the bottom in about 10 days from date. We have cleared and repaired the 20, west of Francis's shaft, to the end, and have proved the lode in several places with very satisfactory results. In a few days we shall commence to drive this level west on the course of the lode, which in the present forecast is fully 8 ft. wide, and spotted with lead ore throughout. In the 15, west of the western shaft, we are cross-cutting the lode in order to prove its full size and value, now in about 6 ft., in a strong and kindly lode, yielding occasionally very good stones of ore, and up to the present time we see no signs of approaching the north wall of the lode, which, as seen, is fully 10 ft. wide. The 27 has been driven west of the shaft about 15 fms., and the lode in the present end is about 14 ft. wide, containing a nice solid branch of silver-lead ore. We shall be able to resume the driving of this level in a few days, and, judging from its kindly nature and size of the lode, we have every reason to expect good results. We are now fixing a skip-road in the western shaft, and in the meantime are putting all the drawing machinery in thorough repair, and hope to have all completed and in full operation by the end of the current week. The rock-boring machinery has been delivered on the mine, and the fixing of the same will commence forthwith the masons' work in connection therewith having been already completed.

GOODEVEE.—R. Knott, Nov. 2: No change in either of the cross-cuts in deep and shallow adit level. The lode east of shaft is 4 ft. wide, and contains a very good quality tin-stuff. The new lode discovered in cutting which pit is opening out satisfactorily, and the tinstuff therefrom. The water wheel is now on the mine, and we are busily engaged erecting same. Our dressing floors are in a forward state.

GOVER CONSOLS.—Wm. Hooper, Oct. 24: The tributaries' pitch at the back of the 10 is much the same as last reported. We had a misfortune with our hauling-gear last week, broke the break wheel, which caused a delay of five days, consequently our stamps were thrown idle; we have made a new wheel, and commenced stamping tinstuff again. We have now some hundreds of tons of tin in the back of this level, and our men driving west on the course of the lode, which is producing some very fair quality tinstuff. We have completed fixing our flat-roof to Tamblin's engine-shaft, fixed the turn bob and the shaft-bob, put up new shears 45 ft. high for dropping main rods and pitwork. The pumps are in the shaft ready for pumping; we shall drop the main rods to-morrow, and in two or three days shall commence sinking below the 10. We shall have a parcel of tin ready for market this week.

GREAT DYLLIFE.—Evan Evans, Nov. 2: Setting Report: At the 125, west of B shaft, we are stripping the lode; the lode at this point is wide. We have four men stopping at 40s. per fathom, this is a trial stop. I expect something good here in about a fortnight. Above the 15, west of engine-shaft, a lode is set to two men, at 55s. per fathom; worth about 10 cwt. per fathom for lead ore, and a good string of copper as well. Tributaries: We have eight tribute pitches, set to 34 men, as follows: 10 men at 90s. per ton, four men at 100s. per ton, and 20 men at 110s. per ton. We sent off to-day the 30 tons of lead ore sold to Messrs. Sheldon, Bush, and Co., last week.

GREAT HOLWAY.—W. T. Harris, Nov. 3: Roskell's Shaft: The 110 east has been driven 3 fms., the lode continuing of the same character as for some time past, the present forecast is undergoing a favourable change, being easier for process, and the spar more mineralised. Fair progress is now being made by six men at 10s. per fathom. The west level has been extended 4 fm. 3 ft. The lode is 4 ft. wide. Carbonate of lime of a conical character. From information received with reference to Victoria shaft, we have a good prospect before us, and the composition of the lode at present indicates an early and an important change, a good deal of water issues from the end, driven by six men at 9s. per fathom. The 10 west—the cross-cut south has been extended 1 fm. 3 ft., intersecting a strong joint containing lead and blende of a promising character; upon this we are now driving a daily expectation of a great improvement, by six men at 9s. per fathom. The level east, since the removal of the dam the men have been employed laying main road from Roskell's shaft, enlarging the old level, and this week have commenced to drive it forward. The lode is 2 ft. wide, containing some splendid lead ore, and improving every foot we drive. The water issues very freely, in fact is draining the 60 east and west, and also the roof. When abated shall proceed to sink and rise for ventilation between this and the level above, driven by six men at 9s. per fathom. Garden Shaft: The 22, a lode in the 50, from winze, has considerably improved, by six men at 11s. per fathom, and 1½ tons of blende per fathom. The ground is favourable for progress and promising for an improvement, set to four men at 6s. per fathom. Office Shaft: In the past month two men have been clearing the 50 east, where there appears to be much lode left by the former workers, with an object to work same upon tribute; a pitch in bottom of this level is worth 1 ton of lead ore and 1½ tons of blende per fathom, taken by three men at 5s. per ton and 2s. per ton respectively. Bramcock Shaft: No. 1 pitch in back of 60 west, is worth 1 ton of lead and 1 ton of blende per fathom, relate to two men at 5s. per ton and 2s. per ton. No. 2 pitch in back of this level is worth 1 ton of lead and 1 ton of blende per fathom, set to two men at 5s. per ton and 2s. per ton respectively. No. 3 pitch in back of this level east, is worth 2 tons blende and 5 cwt. lead ore per fathom, worked by two men at 2s. and 5s. per ton respectively. Level Engine-shaft: The 60 east, the lode is opening out quite equal to our expectations; the run of ore in the roof is now in the forebrest, and worth 4 tons per fathom. This point will, I have no doubt further improve as extended. The tapping of the water at the level below has drained this end also.

The men on the great cross-cut, west of engine-shaft, are making good progress, set to six men at 5s. per fathom and 1s. per ton. A rise has also been put to 2½ fms. and communicated with No. 5 shaft for ventilation and dispatch of stuff from that point. This No. 5 is set to six men at 20s. per ton for lead and 10s. per ton for blende, producing 4½ tons of the former and 1 ton of the latter per fathom. No. 1 pitch in the back of this level is worth 3 tons of lead and 1½ tons of blende per fathom; set to four men at 4s. and 30s. per ton respectively. No. 2 pitch has much improved for blende, and promising for lead ore, worth for the former 3 tons per fathom, and for the latter 10 cwt.; set to four men at 22s. and 2s. per ton respectively. Thus upon the whole the prospects of the mine have much improved within the last month. The machinery is in excellent condition and working well. At Eytan shaft the two boilers have been removed from their positions for the purpose of converting them into tubular boilers instead of egg ends as at present. Surface work and dressing arrangements are now well high complete, the latter working most satisfactorily. For the month we have sold 62 tons of lead ore and 40 tons of blende, realising 876s. 10s., and to-morrow shall sample another parcel of 30 tons of blende, which we expect will realise the same price as our last sale of this metal (say 22s. 10s. per ton).

GREAT HURTH.—James Polglase, Oct. 27: No. 1, Driving over the Standage Level: The lode is narrowed here to within very small limits, just one of those occasional changes; it will improve again shortly. No. 2, south end from Swan shaft, is without change, and may continue so for several fathoms. The bargain in No. 3, stop, south of rise above the 30, will soon improve; at present it is poor. No. 4, stop, in back of 30 towards Vipond's sump, is worth 3 tons of ore per fathom. No. 5, stop, north from rise above 30, is worth 3½ tons of ore per fathom. No. 6, stop, north, is producing good stones of lead; 20 pitch in back of this level is worth 1 ton of lead and 1½ tons of blende per fathom. No. 7, stop, north from Vipond's sump, is worth 6 cwt. of lead per fathom. The new stop in the back of standage level is worth 8 tons of ore per fathom. The cross-cut south is without change. Outside work progressing satisfactorily.

GROGWINION.—J. Kitto and Son, Oct. 31: During the past month we have cut a side level by the new shaft, fixed a standing puning-life, and done other necessary work, at the 24, preparatory to sinking the shaft below that depth. In consequence of the men having been engaged in the work just referred to we have not made the usual progress in driving the 24 east and west, and consequently have no change at these points to report. The deep adit cross-cut north has advanced very satisfactorily in compact and congenial strata for yielding ore, and as this point is now getting near where we may expect to intersect the north part of the lode, we are led to watch its progress with considerable interest. We regret to state that the stopes above the intermediate adit have so much fallen off in value that, with the present low price of ore, they will not pay, consequently we have ceased working them. There is no change worth of remark at any other point. We have sampled 50 tons of lead ore, for sale on the 2nd prox.

GWYDYR AMALGAMATED.—J. Roberts, Wm. Sandoe, Nov. 2: Monthly Report: Clementina: In the engine-shaft we have sunk during the month close on 2 fms., and it is now down from 6 to 7 fathoms from the 34, and if the ground continues as it is now we shall be down to the 44 in two months or less time; the lode has not yet been productive of lead to value, but cannot be now far from the line of the run of lead ground on the north of the shaft at the 34. We have every reason to believe that the next level will be a very productive one, and will open a great section of good lead ore. The south end has not been so productive as in the previous month, but it is now getting near to the run of lead ground at the 25 we expect soon that this end will get into good lead. We have driven here by two men 1 fathom of ground. The north end at the 34 during the month has improved, and we have drawn up a good pile of leadstuff from there; it is worth now 1 ton of lead to the fathom. We have commenced to pick over the stuff and dress it—Aberllyn: In the sump at No. 2 we have sunk about 4 ft.; the ground has been extremely hard all the month, but since letting-day we have come down on the slide, which we had been expecting to meet with. It has thrown the lode on one side or the other, but which side we cannot yet say; we are inclined to think that is thrown into the

heading. If this be so we shall have to drive the western level at No. 3. There is a lode in that end, and we have been at a loss to know where the lode can be. We shall be able to judge better in the course of a few days as to what course to advise. In No. 2 end we have driven about 2 fathoms; the ground is now harder, and the fault in the lode we mentioned about a month ago is disappearing, and the footwall getting very regular again, and there is more blende and some spots of lead in the lode.

HINGTON DOWN CONSOLS.—Thomas Richards, Nov. 2: The sinking of the engine-shaft below the 12 is progressing favourably, and the lode is producing in places rich stones of grey and yellow copper ore, improving as depth is attained. In the 12, east of the shaft, the lode continues exceedingly promising, producing good stones of black, grey, and yellow copper ore. No. 1 lode, in the deep adit level, east of the south cross-cut, is composed of capel, quartz, arsenical mndie, and a little black and yellow copper ore.

INDIAN QUEENS CONSOLS.—Wm. Hooper, Thos. Job, Oct. 31: We are still continuing driving a cross-cut north-east of engine shaft at the 40 fm. level, which is now in 33 fms. We expect in a short time to intersect the shute of tin gone down from the 30; the stratum of ground is everything that can be desired for tin. We are still continuing the cross-cut north here. We have a splendid stratum of ground, very easy and cheap for going through, but have not as yet reached the tin spoken of in our former reports. There are a pair of men driving on a branch running due east, bearing mndie, copper, and tin. This branch has got into a beautiful stratum of ground. We are expecting every day to cut something very satisfactory.

KIRK MICHAEL.—R. Rowe, Nov. 1: I am unable to report any alteration in the shaft to-day. The lode is about the same, carrying a leader of lead and quartz varying from 4 to 6 in. wide. I expect the shaft to be down 12 fms. in about 10 days, and to commence at once to drive out for a new level. I thought of going down 15 fms., but from the late and present appearance of the 20 north it is important to get a new level under it with all speed. In the 20 north the lode found in the western side continues to go forward, and as far as we have opened on it—between 3 and 4 fms. along the bottom of the level—it varies from 6 in. to a foot in width—very good for lead—worth in places 2 tons to the fathom, but it has not reached up to the height of the level, the end itself being worth about ½ ton to the fathom. At present it appears that this part of the lode has not been seen in the mine before, and may prove to be an independent one. In the 20 south, having got to the other end of the slide, we do not find ourselves in the usual country rock in which to look for the lode, but are in a sort of conglomerate rock and quartz, intermixed with lead throughout. The end is into this rock about 9 ft. We feel convinced that there must be a body of lead somewhere in this direction, either on the lode we have hitherto been driving on, or some other lode southward, not yet found. I have removed the men to-day from the south-west stop to prove the lode in the side north, going back towards the shaft, and not interfering with the men pushing the end forward.

KIT HILL GREAT CONSOLS.—I. Richards, Nov. 3: The driving of the deep adit level progresses very satisfactorily. The engine and other erections are in a forward state of completion, and we hope to get the engine at work in the course of the week.

LIDY BERTHA.—Thomas Neill, Nov. 1: In the 53, east of the engine-shaft, there has been no change of any notice since my last report, and looking at the lode in the 40 above we may not expect any change for a few fathoms. The lode in the No. 1 stop in the back of the 40, east of engine-shaft, is still producing 20 tons of mndie and 5 tons of copper ore per fathom—in fact, in never looked better than at present. In emptying the new shaft from the 30 to the 40 we are making good progress, and hope to have it completed in about a fortnight from this time when we shall be able to get into the 40 level, to commence driving and stopping away the ore from the level, and we shall also be enabled to get returns. The stopes in the bottom of the 30, east of the new shaft, is much improved since my last report, the lode being 5 ft. wide, and will produce 10 tons of mndie and 2 tons of copper ore per fathom, and is likely to improve. We sold on Saturday last 200 tons of mndie, and we are now preparing a parcel of copper ore for sampling.

LLANDEGLA.—H. Hotchkiss, Nov. 2: I am pleased to say the ore in the east end of rise, in back of 25 yard level, maintains its late promising character, being about 6 in. wide for 7 ft. in height, containing a good mixture of lead of a rich quality, and I think it will continue to improve as we work on it eastward.

LOMAAX.—W. Argall, Nov. 2: The end driving on Tatle Pie lode is disordered with elvan. We are not yet out of the influence of this and the lookan acting on the lode. We hope soon to be out of these influences, and have an improved lode.

MARKE VALLEY.—Wm. George, Nov. 3: Since our last report we have fixed a larger drawing lift from the 138 to the bottom of Sully shaft, in order to be prepared for the increase of water expected from cutting the lode in the deeper points. Since then the men have been making satisfactory progress in driving the cross-cut at the 160. The lode at the various points working in the 96 west, continues to yield equal to that last reported, which also applies to other parts of the mine.

MELLANEAR.—John Gilbert, Nov. 1: There is no change in the 30 cross-cut south of Gundry's shaft; the ground continues easy for driving, and the men are making rapid progress. The 65 cross-cut, west of Gundry's shaft, driving south from the main lode, has again met with a harder channel of elvan, but we are hoping to meet with the same part of the lode very soon. The lode in the 60, west of Gundry's shaft, on the north part, is 4 ft. wide, and yielding 3 tons of ore per fathom. There is nothing new this week in the cross-cut driving north at the 90, west of Gundry's shaft. In the winze sinking below this level the lode is 4 ft. wide, and yielding 3 tons of ore per fathom, but the water in the bottom of the winze has increased so much that we shall have to suspend the sinking of it until the 100 is further advanced. The lode in the 100, west of Gundry's shaft, is 4 ft. wide, and yielding 1½ ton of ore per fathom. There is no alteration in any of the other bargains in this part of the mine. The lode in the 110, driving east of the old engine-shaft, is 5 ft. wide, and yielding some savings work for copper and tin ore—a very promising looking lode. In the 110, driving west from the old engine-shaft, the lode is 3 ft. wide, and worth 10s. per fm. for tin. The stopes are yielding their usual quantities of copper ore.

MONA CONSOLS.—T. Mitchell, Nov. 1: I am pleased to say the men are pushing on the works as fast as possible, and are doing their best to get the water in fork. There are some large excavations in the mine, which will naturally give some amount of work to drain them. I have engaged another horse, in order to hasten on the forking. The new horse-whim is working admirably.

MONKSTON.—John Goldsworthy, Nov. 2: In the cross-cut to-day we intersected a branch containing quartz and manganese, and letting out water freely. We hope soon to cut the lode. The new lode is 3 ft. wide, and good for manganese. The water is gradually rising in the winze on main lode; risen 4 in. since yesterday; 11 ft. of water in the winze. The dressing will be forced on with all speed.

MORFA DU.—T. Mitchell, Nov. 1: We have let the following bargains for November:—The stopes in the back of the 60, by eight men, at 12s. per ton of bluestone ore. The lode here is looking very well, and yielding good quality ore. The stopes in the back of the 48, by six men, at 11s. per ton of bluestone. This place is improving as we open up the ground. The stopes or pitch in the back of the 36, by five men, at 10s. per ton of ore. This ground is nearly worked through to the 20, and the men will continue to raise the ore from the back of the 20. To sink a winze in the bottom of the 20 near Ida shaft, by four men, at 5s. per fathom. The lode here will yield 4 tons of bluestone per fathom, and presents a very nice appearance. I am pleased to say that the various points of operation are looking very well, and now we have the steam boiler fixed and working, we have plenty of steam power for pumping and drawing, and we hope to be able to increase our monthly returns.

—Nov. 3: Every thing going on here in the usual regular order since the setting day. The parcel of copper ore has been weighed off, which came fully up to the computed weight. We are now loading a vessel with bluestone ore.

MOUNT CARBIS.—W. Tregay, George Johns, Nov. 3: The lode in the 33 winze is looking well; worth 30s. per fathom. The lode in the 38 east end is worth 6s. per fathom. The lode in the 38 west end is worth 6s. per fathom. The lode in the 27 east end is worth 12s. per fathom. The lode in the 27 west end is worth 12s. per fathom. The lode in the deep adit level is very large; worth 20s. per fathom. The engine is working well. No other changes to report.

MYNYDD GORDDU.—Thomas Kemp, Nov. 2: Bennett's Engine-Shaft: The 46 west, cross-cut, has since last report crossed a branch of spar about 6 in. wide, carrying a slight mixture of lead ore, dipping west about 4 ft. 6 in. in 5 ft., which for the present has disordered the lode, being now worth 6s. per fathom. The branch referred to is precisely of the same dip and character as the one passed through in the level above (the 34), which made the first shoot of ore discovered in that level. From dialling I find we have more ore to the north, and correspond with that level (the 34), and I am of opinion that bunch of ore is lying intact to the north. For proof of this I have put the men to cross-cut in that direction, and should this prove correct the bunch we are passing through has not been seen in any of the upper levels. The 46 end, east of cross-cut, is still in a hard lode, composed of calc-spar, intermixed with a little kilas, strongly impregnated with mndie. The part of the lode carried in sinking the winze below the 34 is without any change to notice since last reported. The stopes under the 34, on north part of lode, is worth 12s. per fm. The branch of ore in the 34, south of No. 2 stop, is worth 6s. per fm. The lode in the 27 east end is worth 12s. per fathom. The lode in the 27 west end is worth 12s. per fathom. The lode in the deep adit level is very large; worth 20s. per fathom. The engine is working well. No other changes to report.

NEW PENROSE.—J. Curtis, Nov. 1: The engine-shaft is drained of water, and the men will clean it up in a day or two, when I shall be able to report fully on the lode in the shaft and ends. In the deep adit west we are looking better. The lode in the bottom of the end is 13 in. wide, with spots of yellow copper ore, stones of mndie, and a little tin; on the whole we are looking better.

NEW WEST CARADON.—N. Richards, Nov. 2: The branch we are opening out on east of Hallett's cross-course in the 38 cross-cut south is about the same size and value as when reported on last week, yielding 1 ton of copper ore per fathom. The main lode in the 42 west of cross-course has a very kindly appearance, yielding 1½ ton of ore per fathom. This lode is of cross-course, and this level will yield from 1 to 1½ ton of copper ore per fathom. Two stopes in the back of this level, one east and the other west of rise, will yield in the aggregate from 4 to 5 tons of copper ore per fathom. We are busily engaged dressing, and I hope to get about 50 tons ready for the next sampling, which will take place on the 7th inst. We have been carefully examining the various points, and have every reason to believe that when properly opened we shall have a good and profitable mine.

NEW WEST GOGINAN.—Abraham Francis, Nov. 2: Since the date of my last report we have disconnected our pumping apparatus from the 30 ft. wheel, and attached it to the 15 ft. wheel by 8 ft. breast, which works admirably, and enables us to keep the water with ease by one lift. Poulter's shaft is now going down at the rate of about 4 fms. a month, and this rate I hope we shall be able to continue. We are now sinking through a tough, blue clay, which contains an immense lot of conglomerates, amongst which we have found some magnificent stones of silver lead ore, carbonate of lime, quartz, and gossan. I may say that it is impossible for any tried to present more certain indications of our meeting with immense bodies of lead ore, and very shallow pitch than those presented here yesterday we had some splendid specimens of lead and quartz in the clay. If my predictions of finding even one of the three lodes very rich

which are within a few fathoms of our shaft now sinking should be realised—and I see no reason why the three of them should not be productive—we should in a few months get into a lasting state of dividends, as we have all our drawing and crushing machinery erected, and attached to the large wheel, with automatic jiggling, hatches, round baffle, and all the dressing completed, which has been erected at a cost of many thousands of pounds, and will be capable of doing all we require for some years to come, as well as a never failing and abundant supply of surface water for all and every purpose, which has been obtained also at a cost of many thousands of pounds, and delivered to us free, whilst our position both in winter and summer being in a beautiful and open valley, only 120 ft. above sea level, renders any hindrance in any season almost impossible, and these great advantages it is impossible to over estimate. I can but congratulate the shareholders on our present prospects, and I fully believe that ere 12 months shall have passed their 12 shares will be worth more than 20 times that amount, and I would, in conclusion, most strongly urge all to keep to the ship, which is safe to land a most valuable cargo.

NEW WHEAL PEEVOR.—W. T. White, Nov. 2: I cannot speak of any alteration in the bargains since my last report. We hope in a very short time to report the cutting of a good lode in the north cross-cut in the eastern part of the mine; indications at present are all in favour of such being the case.

NORTHERN LEAD.—Thos. Tonkin, Nov. 3: The tribute stope are looking well to-day and keep up a fair yield of ore. Above the 42 west section, the stope yield 25 cwt. of ore to the ton. In the east section stope in very easy ground yield 12 cwt. The 15 fms. stope also in easy ground yield 10 cwt. of ore to the ton. At Brandon Walls the mine is drained 15 fms. deep, and the wheel, &c., are in good working order—considering the quantity of water to contend with we are making good progress. Surface operations and repairs are being pushed forward vigorously. We have been visited by a little snow, the harbinger of winter, but nothing to interfere with dressing operations.

NORTH D'ERESHY MOUNTAIN.—R. H. Vivian, Nov. 3: The cross-cut is being driven through the lode at the bottom of the shaft as fast as possible. The lode has lead ore and blende mixed throughout the 9 ft. already driven. Altogether a very fine lode, and one that will make large quantities of lead in depth. To do this a small engine will be required, fixed on the top of the shaft, where a rod would go perpendicular from surface through No. 1 adit to the bottom of the shaft below adit. My opinion has always been that we should find a good mine under this shaft, and I fully believe it will be found so when the shaft is sunk less than 20 fms. under adit. The stuff coming from the bottom of the shaft will bear me out in the above statements.

NORTH GREEN HURTH.—J. Polgaue, Oct. 28: We have intersected limestone in the upper level cross-cut, and may be in close proximity to a vein as the sill is bent southwards and dipping rapidly, and a little more water issuing from the end. The lower level is without change. Our surface men are still working on the roads.

NORTH GROGWINION.—J. Kitto and Son, Oct. 31: The new shaft is in full course of sinking below the 12, and in about a fortnight from this date we hope to get it down sufficiently deep for driving out the proposed 24, both east and west on the course of the lode, and as the lode has been yielding good ore throughout the sink, and evidently improving in depth, we expect to open out profitable ground in both directions. The 30 cross-cut west has passed through the second shoot of ore seen at the adit level, and which we hope to reach by extending this point about 7 or 8 fms. further. We are getting on as fast as possible with the necessary surface work before the winter sets in. The walls of smith shop are already complete, and the masons will soon commence building engine and crusher houses. We have also made lime pits and lead to take the polluted water from the dressing-floor, and, on the whole, the development of the mine is proceeding satisfactorily.

NORTH HERDSFOOT.—E. Trelease, Nov. 3: We have about a week's work more to secure the shaft to the level of 117 ft. We shall then secure the pit, and commence to clear the level as soon as possible. All other points in our underground department remain just as reported last week. We have sampled two parcels of ore this week: No. 1 10 tons computed, and No. 2 10 tons computed, and we are getting on as fast as possible in dressing for another sampling.

NORTH WALES (Copper).—H. B. Vercoe, D. Douglas, Nov. 2: As under, please find our usual weekly report. At the engine-shaft the shaftmen are still engaged in cutting lode; this work is in a forward state, and will be completed in about a fortnight, and the fixing of the cistern, bearings, rods, and plungers will then be proceeded with. The 30 cross-cut west has passed through the eastern part of the great copper lode, and is now in the intervening rock between that and the western or main part, and, from a rough survey made this day, I find that we have yet 3 fms. to drive to reach the main part of the lode, as No. 2 sump (in which we have a little water these last three or four days) is again quite dry. You will observe that the lode is further from the shaft than was first calculated on—I based my calculations on a section found on the mine—but owing to the lode having taken a more vertical dip in depth this section proves to be slightly in error. The lode in the No. 2 sump continues just as for some time past—a good body of copper for fully 15 ft. in width. The continuous productivity of this deposit of ore in depth at this point speaks well for our prospects at the 30 cross-cut, and indeed we have no doubt whatever but that it will be found increasingly rich at the 30. So soon as we have the necessary alterations to pitwork complete, it is our intention to force on the drivages of the 30 fms. level north and south with the rock-drills. The 20, driving south of No. 1 sump, is looking much more promising than for some weeks past, and is now producing some fair quality copper and likely to improve. A discovery here would be of the utmost importance, as there is no level in advance of this portion of the mine. The stope in the roof of the 20, north and south of No. 1 sump, continue to produce saving copper for dressing. The crushing machinery has all been delivered on the mine, and is now in course of erection. I will bring all available force to bear on it, so as to get it completed and at work as soon as possible.

OKEL TOR.—H. Bulford, John Rodda, Nov. 2: The new shaft east is progressing very favourably. The main points underground are looking exceedingly well and turn out on the average 18 to 20 tons of arsenical munda per fathom. We are pushing forward the erection of the tin plant as fast as possible, now reaching completion.

PANDORA.—H. Nottingham, Nov. 1: Engine-shaft: The sinking below the 45, on new lode, is going down with fair speed. We have a fair splice of lode making across the shaft with the hanging, which shows a good deal of spar, with some stones of lead and blende occasionally. The 45 end driving south is still in the bend, and standing almost perpendicular, and is worth 25 cwt. of lead and same of blende to a fathom. The new winze started 5 fms. south of shaft is scarcely deep enough to value yet, but I expect a good lode going down here. The 45 stope shows no change for the week. The 33 stope look rather better this week. Draining and pumping is being pushed on with fair speed. We send out samples to-morrow for 25 tons of lead and 35 tons of blende.

PANT-Y-MWYN.—E. Parry, Nov. 3: Fair progress is being made in driving the 22 west of Moilyn shaft. There is no change in the character of the lode since this day week calling for remark. We intend putting another cross-cut into the south side at an early date to prove the hanging wall part of the lode. There is some slush and water in the adit level near the point where we were clearing brought in by the late flood that we cannot yet get to the said point. However, it is gradually being cleared, and we should be able to make the adit secure, and have finished with it for some time at least. We are all quite satisfied that the water from south shaft end has burst through the obstruction.

PARKA MINES.—Wm. Hooper, T. Job, Oct. 31: Since our last we have completed the 10 fms. sink in our engine-shaft and commenced to cut a pit, which we hope to complete in nine or ten days; we shall then commence to drive a cross-cut with all possible speed from 4 to 5 fms. to intersect Neil's lode; no doubt we can reach this point in about a fortnight after, when this is done we have every confidence we shall open up something rich, as the strata of ground here is everything that can be desired. We should not be able to make the sink forthwith. There are four men breaking tinstuff on Neil's lode; producing fair quality tin. We have four men putting up a rise from the back of adit surface for ventilation of the mine; this is progressing satisfactorily.

PARYS COPPER CORPORATION.—T. Mitchell, Nov. 1: Setting Report: In the 90 cross-cut south by boring machinery, with six men in attendance, the ground consists of chert, similar to what it has been during the past month. In the 90, west of cross-cut, in No. 1, by six men, aided by boring machinery, the lode is rather small, but will yield about 1 ton of copper ore in a fms.; ground kindly. The 90, west of cross-cut, in No. 2, by six men, aided by boring machinery, the lode here is opening out wider and improving; it will yield at present 3½ tons of good copper ore per fms. This is a nice looking end, and we hope it will lead to a good body of ore. The 90, east of cross-cut, on the Carreg-y-doll lode, by six men, at 11½ fms.; this end has been yielding about 1½ ton of ore per fms. for some time, and we think there is more lode standing in the north side, and the instructed the men to drive a little in that direction to prove it; the ground looks very promising. We have let two pitches, to 13 men, at the usual prices.

T. Mitchell, Nov. 3: We have just come up from the 90, and an glad to say the No. 2, west of cross-cut, has further improved, by the men at the 90, sink, and will yield 5 tons of good copper ore per fms.; it looks like approaching near a big bunch of ore. All other points continue to look much as usual.

PELYN WOOD.—T. H. Bennett, Nov. 3: We are making good progress in our drive on the caunter lode, which continues to present the same very mild appearance it has shown for some time past, and every effort is being made to reach the junction with the utmost dispatch, and with good reason to hope for a successful result.

PENHALE AND BARTON.—James Evans, Nov. 2: The stope in the back of the 20 and 30 continue yielding good quality tin. The Barton lode, cut in the 20, east of Bullock's shaft, is opening up very satisfactorily. I have had 5 tons of tinstone broken out from the full width of the lode, and it is worth 10½ per fms. This end is now driving at 2½ per fms., but so soon as I can get the new shaft through from the adit to this level (the 20) I shall be able to drive it at a far less cost, for Bullock's shaft is 82 fms. distant from this point of operation. The machinery throughout is in good order, and working well.

PENHALLS.—S. Bennetts, H. Harris, Oct. 29: There has been no lode taken up in the 80 west during the past week. The 70 east end is producing some stuff, but not of much value. Both the 60 east and the 50 west ends are at present poor. The 55 east is worth 6½ per fms. The 45 west is without change. The rise above this level is worth 6½ per fms. There is no change to report in either of the cross-cuts or in the other points of operation.

PIONNER.—Nov. 2: The mine captain reports:—Silver-lead Mines, Holywell: has driven us out of the sump, and temporarily suspended our work here, where still the water will prevent us from getting so much ore as we could otherwise have done. It is, however, satisfactory to know that the lead is there, and only requires a little fine weather to enable us to work at it in full force again. We are pushing ahead as fast as we can to get as much lead as possible for the next day. Blackwell Shaft: Since my last report the west level has advanced 3 yards, and I am sure that you will find the lode maintains its encouraging mineral features. The rise in the roof of the 100 the men have raised 4 yards, and the ground is showing indications of improvement. New Shaft: This shaft has been sunk to a total depth of 38 yards 1 ft. The men have been timbering and securing the shaft, and can now push on the sinking with greater speed. The sinking has been let by contract at 5½, 10s. per yard. Engine-shaft: I am happy to say we are keeping the water down here. In the 60 east the ground has got harder, ore, which we ought to cut in a few yards further driving. The 60 south, on very nice lode of ore occasionally. We ought soon to come on a good body of

ore here, as we have not many yards to drive before we meet the junction of the Petticoat with another east and west lode. The tributaries working in the 50, on north and south lode, are doing fairly.—Hedge Shaft: Since my last the men have been engaged in setting the ladders and putting everything in order preparatory to sinking deeper. The sinking has been set at 3½, 10s. per yard.—Copper and Lead Mines: The lode is not looking so well in the face this week. It has contracted, with little spar showing. I would advise a short cross-cut to be put on the hanging side where the string of spar crossed the level, for I think that string has carried the main part of the lode out of its course, as is very often the case.

POLKROSE.—W. Bennetts, Nov. 2: Last Saturday we set the following bargains:—The rise above the 100 on the Margaret lode for the diagonal shaft, by four men, at 7½ per fms. the month. This rise is now up 6 fms. 1 ft. 6 in. The 100 west on Margaret lode, to drive by four men, at 5½, 10s. per fms. the month. Lode 2 ft. wide, composed of spar and munda. The ground is more favourable in this end than for some time past. The 100 east on Margaret lode, to drive by two men, at 5½, 10s. per fms. the month. The lode is from 2½ to 3 ft. wide, producing saving work for tin. The 90 cross-cut south, to drive by four men, at 6½ per fms. the month. There is a large quantity of water still coming from this end. The 90 east and west of the north cross-cut, to drive by six men, at 8½ per fms. the month for each end. The lode in the eastern end is 15 in wide, producing good yellow copper ore and tin. The lode in the western end is 1½ ft. wide, and of the same character. In each of these ends there is a large quantity of water. The 70 cross-cut north, to drive by four men, at 4½, 10s. per fms. the month, or cut the lode. We shall push this cross-cut with all speed, to intersect the lode cut in the 90. The western adit on the caunter lode, to drive by four men, at 2½ per fms. the month. Our object here is to intersect the Pollardas lode.

PRINCE OF WALES.—S. Roberts, G. Rowe, Nov. 2: We hope to complete the casing and dividing the engine-shaft, or other necessary work in order to bring the kibble to the 102 fms. level, to-morrow. We are progressing favourably with the cross-cut south at the 102, from which strong mineralised water issues freely. The 50 end west is set to six men, at 13½ per fms. the month; lode 4 ft. wide; and showing indications of improvement. The 50 end east is set to two men at 7½, 10s. per fms. the month; when last taken down, was 2 ft. wide, producing rich stones of copper ore. This end will now be driving in whole ground below the 65 fms. level, and we are inclined to think open out profitable ground. Stope No. 1 to two men at 6½ per fms. the month; lode 4 ft. wide, worth 8½ for tin and 2½ for copper ore per fms. the month. Stope No. 2, back of 90 east, to four men at 4½ per fms. the month; lode not yet taken down, but from it we can take out splendid stones of tin. Tributaries have another month in their take at 10½ in the 1½.—Goodluck: The stope in back of deep adit on Goodluck lode is set to two men at 5½ per fms. the month; lode 4 ft. wide; worth 10½ per fms. the month.

ROMAN GRAVELS.—Arthur Waters, Nov. 3: The 125 cross-cut, near the south forebrest, has discovered a portion of the lode 13 in wide but we have not yet reached the hanging-wall. The 110 south is in a lode 7 ft. wide, worth 1 ton of lead ore per fms. The winze in the 95, now down 5 fms. 2 ft., and in front of the said 110 is worth 1½ ton per fms. The 95, south of forebrest, is in a lode 3 ft. wide, worth 2 tons per fms. The 80 south, on the east wall of the lode, is worth 2 tons per fms. The 80 south, on the east wall, shows a lode 3½ ft. wide, worth 10 tons per fms. The winze below this level 16 fms. below the end, is worth 8 tons per fms. The 50 south is in a lode 6 ft. wide, worth 2 tons per fms. The drift below the 40, south of new winze, is worth 2½ tons per fms. The stope generally are yielding their usual quantities of lead ore. We have to-day sold 60 tons of blende for 210s.

SILVER HILL.—G. Rickard, Nov. 2: The ground in the tunnel level cross-cut driving north continues of a favourable character for progress, and we are making rapid speed with the drive, having driven 25 fms. during the past four weeks. If it goes on at the same rate as present, I expect to cut the copper lode, which is running about 15 fms. to the south of the tunnel. We have silver lode about a fortnight from this date. The lode which can be seen about 350 fathoms east from the line of the tunnel, is fully 3 ft. wide, consisting of capel, soft quartz, and peach, with some good work for arsenical munda, and containing 10 ozs. of silver to the ton of lodestuff. This lode will be intersected in the tunnel over 80 fms. in depth, and there is every reason to believe it will be found considerably increased in value. We have opened out 6 ft. west from tunnel on the course of the lode we passed through a few days ago, and it is now driving the same in character as before reported on.

SKEATRIDGE.—William Skeels, Nov. 3: We have cleared the adit level over 100 fms., and find no further change. There is, however, a large quantity of water running away, and we hope speedily to get into the mine at the 40, and for this purpose I have stopped the workings at the 30 in the higher mine, and applied all our strength and attention to the main object—the deep adit levels.

SOUTH CARBIS.—W. Tregay, George Johns, Nov. 3: The lode in the 15 east is worth 15½ per fms. the month. The lode in the 15 west has been irregular through the week, but being so near the surface (only 15 fms.) is nothing more than what we expect. It is a lode worth 10½ per fms. the month. This lode is in new unworked ground, and immediately east of the Golden Cove rich surface tin work, there is no doubt but we have a course of tin here of considerable importance, and it can be worked cheaply, with very little water charge, to a considerable depth.

SOUTH CONDURROW.—Wm. Rich, Wm. Williams, Hy. King, Nov. 2: The water is drained off in Marshall's shaft, and good progress is being made in sinking below the 40. The lode in the 40 west is worth 10½ per fms. the month, and the stope in the back of this level is worth 12½ per fms. the month. We have commenced to sink a winze below the 40, east of this shaft, to prove the lode, and give good ventilation after the shaft is sunk to the 50. The stope in the back of the 40, east of King's, is worth 9½ per fms. the month. The 50 end east is worth 8½ per fms. the month. The stope in the back of this level is worth 12½ per fms. the month. A rise in the back of the 50 east is worth 10½ per fms. the month. The 60 end east is worth 12½ per fms. the month. The stope in the back of this level is worth 15½ per fms. the month. The 60, west of Plantation, yields a little tin. The stope in the back of this level is worth 18½ per fms. the month. The 70 west, on Marshall's lode, is worth 7½ per fms. the month; we calculate there are about 7 fms. to drive in this end to reach the cross-course. In the 70 cross-cut, east of King's, we have intersected a north part of the lode, about 2 ft. wide, dipping slightly south, and worth 7½ per fms. the month; we shall open out eastward to prove it, meanwhile we shall push on the cross-cut further north. The 80 end, east of Plantation shaft, is worth 9½ per fms. the month.

SOUTH DAREEN.—Henry James, Nov. 3: Bishop's shaft is down 9 fms. 2 ft. below the 120, and the sinking is going on at full speed and without interruption. The 120 end east and west are being driven by the side of the lode, hence there is no alteration here to report. The same remark will apply to the 100 end east. There is about 3 ft. of the lode carried in the 110 driving west, which will produce 2 tons of lead per fms. the month, and the 100 end east will produce 1 ton of lead per fms. the month. The stope in the back of this level are looking very well, and producing ore as for some time past. No change of importance in the tribute pitches. We intend to send out samples of 45 tons of silver-lead ore on Saturday next, for sale on Friday, the 11th inst.

SOUTH DEVON UNITED.—William Hooper, Nov. 3: The lode in the 110, east of Brook engine-shaft, is 4 ft. wide, with a value of 15½ per fms. the month; there is little or no alteration in the appearance of the lode since last reported on. The lode in the 100, east of Brook engine-shaft, is at present disordered with patches of kibble, and is not being worked. We have been driving the lode in the 100, and are now engaged driving in that direction. This we shall continue until we are perfectly satisfied about the above. The lode in the 90, east of Brook engine-shaft, is 5 ft. wide, producing good stones of munda and copper ore. The lode in the 80, east of Brook engine-shaft, is 5 ft. wide, containing capel, quartz, munda, and stones of copper ore. There is no particular change in the appearance of the end to call forth any special remark. The stope throughout the mine are yielding their usual quantities of copper ore. The lode in the adit west of old sump shaft is 4 ft. wide, composed of beautiful gossan, quartz, and spots of copper ore. The lode in the 100, east of Brook engine-shaft, is 5 ft. wide, and is being worked by Martin's shaft, the ground is of the same character, and very rich in copper ore. The lode in the 90, east of Brook engine-shaft, is 5 ft. wide, and is being worked by Martin's shaft, the ground is of the same character, and very rich in copper ore. The lode in the 80, east of Brook engine-shaft, is 5 ft. wide, and is being worked by Martin's shaft, the ground is of the same character, and very rich in copper ore. The lode in the 70, east of Brook engine-shaft, is 5 ft. wide, and is being worked by Martin's shaft, the ground is of the same character, and very rich in copper ore. The lode in the 60, east of Brook engine-shaft, is 5 ft. wide, and is being worked by Martin's shaft, the ground is of the same character, and very rich in copper ore. The lode in the 50, east of Brook engine-shaft, is 5 ft. wide, and is being worked by Martin's shaft, the ground is of the same character, and very rich in copper ore. The lode in the 40, east of Brook engine-shaft, is 5 ft. wide, and is being worked by Martin's shaft, the ground is of the same character, and very rich in copper ore. The lode in the 30, east of Brook engine-shaft, is 5 ft. wide, and is being worked by Martin's shaft, the ground is of the same character, and very rich in copper ore. The lode in the 20, east of Brook engine-shaft, is 5 ft. wide, and is being worked by Martin's shaft, the ground is of the same character, and very rich in copper ore. The lode in the 10, east of Brook engine-shaft, is 5 ft. wide, and is being worked by Martin's shaft, the ground is of the same character, and very rich in copper ore. The lode in the 0, east of Brook engine-shaft, is 5 ft. wide, and is being worked by Martin's shaft, the ground is of the same character, and very rich in copper ore.

SOUTH FRANCES.—Charles Craze, Nov. 2: The 226, west of Pascoe's, has greatly improved, and is now worth fully 50½ per fms. the month, with more lode standing both to the north and south of the end. The 226 east is of the same value as last reported, worth 20½ per fms. the month. The 215 east is improved, and is worth 15½ per fms. the month. The 215 west is of the same value as last reported, worth 15½ per fms. the month. I am pleased to say that we have put the second new axle work, which makes 76 heads of stamps in all, and our returns of tin are being considerably increased.

SOUTH TOLCARENE.—Thomas Angove, Samuel Arthur, Nov. 2: The lode in the bottom of the engine-shaft is 5 ft. wide, worth 10½ per fms. the month; the shaft is 6 fms. 2 ft. below the 60. In the 60 end west the lode is 6 ft. wide, worth 10½ per fms. the month; this end is about 25 fms. to the west of the engine-shaft. In the 50 end east the lode is 4 ft. wide, worth 7½ per fms. the month. The rise in the back of the 30 is worth 2½ per fms. the month. The lode in the 30 end west is worth 10½ per fms. the month. Our best parcel was small, and brought about 10½ per ton. On Monday night, on the 31st ult., at about 8-20 p.m., a fire broke out in the engine-house and consumed all the woodwork, including shears and top piece of main rod. The engine, boiler, or house are not damaged in the least. The loss estimated by ourselves and engineer is 250s. We think six weeks will be required to restore it. During that time we shall take the opportunity of laying down skip-road at the engine-shaft, to meet the requirements of our winding engine. We have no notion how the fire occurred.

TANKERVILLE GREAT CONSOLS.—Arthur Waters and Son, Nov. 3: North Lode: The 220, west of Watson's shaft, is worth 25 cwt. of lead ore per fms. the month. The 220, east of shaft, is worth 20 cwt. per fms. the month. The three stope in roof of this level are worth together 4½ tons per fms. the month. The two stope in 220, on Tankerville lode, are together worth 1½ tons per fms. the month. The rise and stope in 206 west, on Robert's lode, are worth 1½ ton per fms. the month. The stope in said level, on Tankerville lode, is worth ¾ ton per fms. the month. The 206 cross-cut, north to side lode, makes fair progress. The 192 west of shaft, on north lode, is worth 20 cwt. per fms. the month, and improving as we go forward. The 182 west of shaft, an old lode, is yielding stones of lead ore of a promising character. The stope in back of the 100 east, on north lode, is worth 10 cwt. per fms. the month. The two stope in 74 west, on south lode, are worth 30 cwt. per fms. the month. The stope in 62 east, on the said lode, is worth ¾ ton per fms. the month. The 35 east of old shaft, on Tankerville lode, is worth 20 cwt. per fms. the month, and likely to improve shortly. Pump sump-shaft is down 7 fms. below boat level; ground favourable for progress. We have sampled 60 tons No. 1 quality, and 10 tons No. 2 quality lead ore for sale next week.—Pennyler: There is no material change in any of the points here since our last full report. We are anxious to get a winding-engine put up at Potter's pit, and compressor with rock-drills at work in Pennyler north without delay, and in furtherance of this we are to meet the directors and decide on what is necessary on Monday next. We have sampled 25 tons of rich quality lead ore for sale next week.—Bog: The new plunger-lift is fixed at the 100, everything connected therewith being in good working order. We have also dropped bucket-lift to the 115, and trust that our way to the 175, or bottom level, is now a matter of little difficulty. No change in any of the points under development since our advice of Tuesday last. We have sampled 15 tons of rich quality lead ore and 35 tons of blende for sale next week.

TAVISTOCK GREAT CONSOLS.—H. Treganowan, Nov. 2: I am pleased to say we have cut the footwall of the lode; it is 12 ft. wide, composed of kilas, quartz, peach, and munda. On the footwall there is a splendid branch of quartz, which is most congenial for mineral, and is worthy of a thorough development. There is not the slightest doubt in my mind that good discoveries will be made by extending this level westward, as we are getting in under the old men's workings in the level above the Bix Hill Mine, where they must have had large

and very rich deposits of tin. I intend to put the men for a day or two to cut across the lode some 16 fms. east of rise, as I am inclined to think we have not the footwall at this point, after which we shall proceed to push on the western end on the footwall with all possible speed. Taking into consideration the situation of the lode, their character and composition as seen in both Anderson and Bix Hill, and bearing in mind the fact that formerly large returns of tin were made, also the splendid lode of tin that we have now open and ready to be taken away at any time, I do not hesitate to say that this set is a very important one, and should be vigorously worked with thorough and systematic development. This being done, I have no doubt Tavistock Great Consols will open out a profitable mining property.

TIN HILL.—G. H. Eustice, J. Hollow, Nov. 2: The shaftmen have completed their contract sinking the new engine-shaft, and are now engaged in cutting plat and fixing collar preparatory to commencing to drive south to cut the lode, which passed through the shaft a few fathoms above; we expect to cut the lode in driving a short distance, when we shall continue on its course both east and west. Tab's winze is now down about 3 fms.; the lode in the bottom maintaining its character, increasing in size, now nearly 4 ft. wide, and containing rich stones of tin. The stope in the bottom of the workings, on the Plexyle lode, are yielding fair quality work; valued at 9½ per fms. the month. The ground in the 16 fms. level cross-cut, coming under these workings, is still very hard, but letting out more water as we approach the lode. In the 10 east, on South Plexyle lode, the lode is about 2½ ft. wide, containing a little tin, but poor. We are busily engaged fixing the flat-rods to the old engine-shaft, and hope in a few days to get the same to work. The machinery throughout the mine is working very well, and the stamping, dressing, and all other operations progressing satisfactorily.

TREBARTHA LEMARNE.—J. Gifford, Nov. 2: In driving west on the course of the lode about 7 fms. from surface the lode is 3½ ft. wide, composed of capel, quartz, and arsenical munda; worth for the latter 8 tons per fms. the month; also for tin 16½ per fms. the month, making the lode worth 26½ per fms. the month.

WALKHAM UNITED.—Wm. Phillips, Nov. 2: The men in the adit level east are still operating upon the lode, and some good tin work is being broken; by next week it will be fully proved, and its size and value can be given; the lode presents a very encouraging appearance. The lode at all other points continues to look much the same as for some time past. The tin now being cleaned and got ready for market promises to be of very good quality.

WEST CARADON.—N. Richards, Nov. 2: There is no change to notice in the 38 driving west of main cross-course, on Gilpin's lode, since my last. This lode in the adit level, west of main cross-course, is improving, now yielding saving work for copper. Vivian's lode, in the back of the 33 west, will yield 1 ton of copper ore per fms. the month. This lode, east of cross-course, will yield 1½ ton of ore per fms. the month. This lode in the back of the 50 will yield fully 2½ tons per fms. the month. Having proved that the main lode at the shallow levels was missed about Hallett's cross-course, we put a pair of men to rise in the back of the adit in West Caradon, about 60 fms. east of this point. The lode was small when we commenced, and although we are only up about 3 ft. the lode is over 3 ft. wide, and producing over 1 ton of copper ore per fms. the month, with every appearance of further improvement. There now seems to be every probability that the ore ground will hold back from New West Caradon to this point. This I consider a very important discovery, and as it is all in whole ground, and must considerably enhance the value of both mines.

WEST CREBOR.—John Andrews, Nov. 2: The shaftmen will finish cutting the plat at the 30, east of shaft, to-morrow, when we shall be ready to fix the pitwork, but before we can send it down the poppet-heads or shaft tackle will have to be erected, which will be got on with at once. Scarcely anything has been done in the 30 west during the past week, as the men have been otherwise engaged.

WEST DEVON GREAT CONSOLS.—George Rowe, Nov. 2: The building of the engine-house and stack is progressing very satisfactorily, and the engineers are busily engaged preparing the engine for its erection. The new shaft, the principal part of the engine on the mine this week, and shall commence erecting it without delay.

WEST GODOLPHIN.—T. Hodge, F. Hodge, Nov. 1: Wilson's Lode: The 80 east end produces stamping work. In the 80 west we are cross-cutting the lode, which produces occasional stones of tin. In the 70 west the lode is disordered; we have not yet passed the influence of cross-course. In the 70 east end we have a very promising lode, worth 8½ per fms. the month. In the 50 west we have a great lode, producing yellow copper and arsenical munda, worth 6½ per fms. the month. We have three stope at work, worth together 18½ per fms. the month. Counter Lode: The 70 east is worth 5½ per fms. the month. The 20 west is worth 5½ per fms. the month. Surface work is being pushed on with all dispatch.

WEST KITTY.—Wm. Vivian, Nov. 3: In the 72 driving east the lode is worth 20½ per fms. the month. In the rise in the back of the 72 west the lode is worth 7½ per fms. the month. In the 60 driving east the lode is worth 35½ per fms. the month. In the 50, driving west of rise, the lode is worth 10½ per fms. the month. No change to notice at the other points of operation since last week.

WEST LISBURY.—L. G. Gaudle, Nov. 3: In driving the 24 we are opening out the engine-house and stack in the new shaft; these mines in a paying state. We have already a large pile waiting to be brought to surface when our pumping and drawing operations in connection with the London shaft are completed. I hope in my next report to tell you that this part of the mine is again in full work. The wheel-pit is nearly completed; but, in consequence of the very rough weather, this has been greatly retarded. In conclusion, all things are going on well, and I think my next report will inform you that all is in full work, and that good ore is being brought to the surface.

WEST OIL.—S. Harris, Nov. 3: The adit level, driving east of cross-cut, on the Sooty lode, continues to produce stamping work. I have some splendid looking stuff from the end to-day, and more congenial nature still for the production of tin I never saw in the district, and I am confident depth only is required to have a highly productive mine.

WEST WHEAL PEEVOR.—W. T. White, James Pryor, Nov. 2: We are pleased to say all work in connection with the mine is being vigorously carried on, and the prospects underground are daily improving. The lode in the 75 end is still holding good. An average sample of the end was again taken to-day by us, which yielded a produce of 1 cwt. to the ton, thus enabling us to value the lode at 30½ per fms. the month. The lode in the winze sinking in the bottom of this level is also improving as we go down. We can truly say at no former period were the prospects of the mine so good as at present. With a continuation of what we now have, independent of any further improvement, the workings of the mine in the future (when the stamp, &c., is ready) can be carried on at a profit. We hope to put 16 heads of our stamps to work in about three weeks time, and we are quite confident satisfactory results will be made.

WEST WHEAL TOLGUS.—John Gilbert, Nov. 3: In the 105, driving west of Richards' shaft, the lode is 4 ft. wide, yielding stones of blende, munda, and copper ore, and letting out a fine stream of water, which appears to be increasing. The lode in the 95, west of shaft, is 3½ ft. wide, and yielding good stones of munda and copper ore, but not sufficient to value; the ground is a little harder for driving. In the 85, west of shaft, the lode is 3½ ft. wide, composed of spar, white iron, and some saving work for copper ore, and looking promising for an improvement. There is no change in any of our outwork or tribute bargains. We are making very good progress towards our next sampling, which we calculate will be a little better than the last.

WHEAL CROFTS UNITED.—W. H. Martin, Nov. 2: On Saturday last at our pit we set the following bargains: To drive the 60 south cross-cut by six men, at 6½ per fms. the month; we have intersected a lode composed of the same character as the Towan lode as far as seen, and underlying south; it produces tin throughout, but not sufficient to value; in a few days I shall be able to speak of the full size and character. The winze to sink below the 50 by six men and three boys, at 5½, 10s. per fms. the month; from the indications I expect to hole this winze with the rise in the back of the 60 by to-morrow. The 70 west to drive by two men and two boys, at 7½ per fms. the month; the lode for 6 ft. wide contains a quantity of munda. The stope in bottom of winze, by three men and three boys, at 2½ per fms. the month. The stope in No. 1 rise in back of the 70 east by six men, at 4s. 6d. per ton. The stope in No. 2 rise in back of the 60 east by six men, at 7½ per fms. the month. The stope in No. 3 rise in back of the 70 east by two men, at 5s. 3d. per ton. The stope in back of the 70 west by four men and four boys, at 5s. 6d. per ton. The stope in back of the 70 west, west of winze, by five men and five boys, at 7s. per ton. The stope in back of the 60 west, east of winze, by four men, at 5s. per ton, and 4½ per fms. the month to drive under arch to lengthen the stope. The stope in back of the 50 east by four men and three boys, at 5s. 9d. per ton. To drive the 30 east by four men, at 2½ per fms. the month, and 4s. per fms. the month. The pitch in back of the 70 west by three men and three boys, at 12s. 1d. The pitch in back of the 60 west by six men, at 13s. 4d. in 1½. The pitch in back of the 50 west by two men, at 13s. 4d. in 1½.

WHEAL COMFORT AND NORTH TRESAVEAN.—Jos

COPPER AND TIN.—Messrs. VIVIAN, YOUNGER, and BOND (Nov. 3) write:—Chili bars have fluctuated between 62½ and 63½ 10s. spot, and 62½ 10s.

to 64d. 5s. forward prompts. There is a firm market at the close, and with the continued good deliveries and some Indian demand prospects appear favourable to some further improvement in prices. As to tin they say:—At the Billiton sale in Batavia on the 25th ult. 13,000 piculs sold at an average of 59½d. laid down in Holland, equal to about 32½s. per ton. The deliveries from London warehouse of 184 tons is again a remarkable feature. From Holland 820 tons, if consumption is really enlarging on the scale indicated by the deliveries of the last three months, prices may very well go higher, but, on the other hand, it seems that America has been steadily accumulating supplies, now representing upwards of seven months consumption, and may not continue to compete so eagerly in the Straits market, while with the season of heavier supplies coming on and the rise in values, statistics may probably now be approaching their most favourable point. Prices have advanced during the month from 95s. 6d. to 98s. cash, up to 99s. 6d. being paid for three months prompt. Shipments from Australia for the next month are variously estimated at from 800 to 1000 tons; and from the Straits, 1440 tons, of which 790 tons are for America.

The MINING SHARE MARKET continues dull, with very little business doing either for investment or speculation. As a rule, also, the quotations given are mostly nominal. Tin mines have been most in favour, but in them the fluctuations have been considerable, and the tendency downwards. Those dealt in have included Carn Brea, Dolcoath, Cook's Kitchen, New Kitty, West Kitty, East Blue Hills, Wheal Grenville, South Frances, West Frances, West Peavor, and a few others.

Tin.—No change at present in the standards for ore, but tin is firm, and the stocks in London have been reduced during the month about 800 tons. In shares business is very slack. Blue Hills are quoted 2½ to 3; Cook's Kitchen, 24 to 25; Carn Brea, 28 to 29; Dolcoath, 86 to 88; East Blue Hills, 10s. to 12s. 6d.; East Pool, 42 to 43; East Lovell, 2 to 2½; Killfret, 27s. 6d. to 30s.; Mount Carbis, 3 to 3½; New Kitty, 1½ to 2½; Phoenix, 3½ to 3½; Polrose, 8 to 8½; South Condurow, 10 to 10½.

South Crofty, 9½ to 10½; South Frances, 16½ to 17½; Tincroft, 19 to 20; West Basset, 13 to 13½; West Frances, 17 to 18; West Godolphin, 1½ to 1½; West Kitty, 8½ to 9½; West Peavor, 13 to 13½; West Phoenix, 1 to 1½; Wheal Agar, 14 to 15; Wheal Basset, 5 to 5½; Wheal Grenville, 12 to 12½; Wheal Jane, 14 to 15; Wheal Kitty (St. Agnes), 1½ to 2; Wheal Peavor, 13 to 14; Wheal Sisters, 2 to 2½; Wheal Uny, 3½ to 3½. Wheal Jewell, 4 to 4½; at the meeting the accounts showed a loss of 943d. on four months' working, and a debit balance of 553d. A call of 1s. 6d. per share was made. The ores sold and credited realised 726d. The sale of copper ore on Thursday, realised 308d. West Polbreen, 1 to 1½; Goodveve, 1 to 1½; Drakewalls, 8 to 8; Kit Kill, 8 to 8; New Wheal Peavor, 10s. to 11s.; North Busy, 2 to 1.

COPPER.—At the Cornish Ticketing, on Thursday, the standard for ore advanced 5s. The average price of the ore sold was 37s. 6d. per ton for 6½ produce. Copper mine shares as a rule are flat. Bedford United, 1½ to 1½; Carnarvon, 3 to 1; Devon Great Consols, 7½ to 8; South Devon United, 3 to 1½; Hingston Down, 1½ to 1½; Mellanear, 4½ to 5; Marke Valley, 1½ to 1½; Mona, 9 to 10; Mona Consols, 1 to 1½; Morfa Du, 3 to 3½; New Cook's Kitchen, 5 to 5½; New West Caradon, 10s. to 12s. 6d.; Prince of Wales, 4 to 4½; South Caradon, 50 to 55; West Caradon, 8 to 1; West Crebor, 8 to 8½; West Seton, 15 to 16; West Tolgus, 18 to 20; Wheal Crebor, 2½ to 3; Gunnislake (Clitters), 3 to 3½; at the meeting on Monday the accounts showed a credit balance of 1863d., and a dividend of 2s. per share (1882) was declared. The copper ore sold in the four months realised 5495d. The report was favourable.

Devon Friendship, 15s. to 20s.; the water is drained 14 fathoms below adit; the shaft is in good condition, and it is expected that they will be at the 30 in a fortnight. The 12 fm. level has been driven only 5 fms. altogether, and the lode is of the most promising character. Sortridge, 15s. to 20s.; the adit is cleared upwards of 100 fms., and they expect soon to be in the 40, which being a very important point they have put a full force to accomplish. Parys Copper, 3 to 1; a further improvement has taken place under the great open cast. The No. 2 lode is now worth 5 tons of good ore per fathom, and evidently approaching, as the agents think, a big bunch of ore, which may change the whole prospects of the company, and console shareholders for many disappointments. A few months ago this discovery would have caused a very great rise in the shares, and it is generally supposed they would have doubled in price some days ago, but for a large holder flooding the market for a time. Gawton, 2 to 2½; South Penstruthal, 8s. to 10s.

LEAD.—There is very little doing in shares in lead mines and quotations are quite nominal. Van, 9 to 10; the 120 west continues to improve. Roman Gravels, 12 to 12½; Tankerville Consols, 9 to 11. They have sampled here from the three mines 110 tons of lead and 35 tons of blende. Great Laxey, 18 to 19; Herodfoot, 2 to 2½; Lead-hills, 1½ to 2; Great Holway, 5 to 5½; the sales of lead for October were 62 tons and blende 100 tons, realising 1000l. 10s. The 80 east, is now entering a fine course of ore. South Darren, 1½ to 1½; the mine continues to look exceedingly well. They sample this week 45 tons of rich silver lead ore for one month; the shaft is down nearly 130 fms. East Roman Gravels, 12s. 6d. to 17s. 6d.; the 109 north is worth 2 tons, and the stopes in this level 2½ tons, the bottom of the level being valued in places at 3 to 4 tons per fathom. The 37 is worth 1½ tons and improving. They are driving this level with a rock drill. The sales this week, 40 tons of lead, realised 387l. At Glenroy there is an improvement in the 108 north, 1 ft. of the lode being mixed with lead and blende.

Pandora, 15s. to 17s. 6d.; the sampling this week will be 25 tons of lead and 35 tons of blende. Northern Lead, 20s. to 22s. 6d.; the tribute pitches look well. The stopes above the 42 level are worth 25 cwt. and 15 cwt. per fm., in easy ground. Goddard's Lead, 1 to 1½; North D'Eresby, 1 to 1½; East Craven Moor, 8 to 8½; Gorseid and Merilyn, 2½ to 3; Pennant, 4 to 5; United Van and Glyn, 4s. to 6s.; West Holway, 35s. to 40s.; West Lisburne, 1 to 1½; Crosswood, 3 to 4; Frongoch, 2½ to 3½; Grogwinion, 2 to 3; Goginan, 1 to 1½; Red Rock, 1 to 2; New Wye Valley, 3 to 4; Ystwith, 2 to 3; Langford Silver and Copper, par to ½ prem.; we understand these shares will all be allotted in a few days. The applications for shares were far in excess of the actual number required. North Herodfoot, 2 to 2½; this mine has sampled 20 tons of lead ore—10 tons of No. 1 quality, and 10 of No. 2.

FOREIGN MINES.—Arendal, 2½ to 2½; Birdseye, 1½ to 2; Brazilian Gold, 1 to 1½; Cape Copper, 41 to 46; Copiapo, 2½ to 3; Don Pedro, 2 to 2½; Chile Gold, 8 to 8½; Cootacovil, 2 to 2½; Devala Central, 1½ to 2; Devala-Moyar, 1 to 1½; Devala Provident, 1-16th to 3-16ths; Hoover Hill, 1½ to 1½; Indian Glenrock, 1½ to 1½; Indian Phoenix, 3 to 4; Indian Trevelyan, 2 to 1; La Plata, 1½ to 1½; Mysore Gold, 1½ to 1½; Mysore Reef, 2 to 2½; Ooregum, 2 to 2½; Potosi, 2 to 2½; Rhodes Reef, 2 to 2½; Santa Cruz, 2 to 2½; South East Wynaad, 1 to 1½; South Indian, 1½ to 1½; Tambracherry, 2 to 2½; Wynaad Perseverance, 2 to 2½; Eberhardt, 2 to 2½; English Australian, 2 to 2½; Frontino and Bolivia, 3½ to 4; New Quebrada, 4½ to 4½; Panulillo, 5 to 5½; Richmond, 17½ to 18; Ruby, 4 to 4½; Gold Hill, 1 to 1½; Michipicoten, 1½ to 1½; the latest reports from the mine are to Oct. 22, when all matters were progressing satisfactorily. Yuba River, par to ½ prem.; Kapanga, 8s. 9d. to 11s. 3d.

The Market for Mine Shares on the Stock Exchange was extremely dull at the beginning of the week, but since Wednesday there has been a slight improvement; prices, however, remain without material change. In Indian mine shares there has been a fair amount of business, but there has been no material variation in quotations. The Richmond Company has declared a 10s. dividend, and Gunnislake (Clitters) a 2s. dividend.

The Minas and Rio Railway Company have convened a meeting for Thursday next to consider a resolution authorising the creation and issue of mortgage bonds or debentures. The resolution, which is advertised in another column, will authorise the emission of the bonds in one or more issues ranking *pari passu* or otherwise, and give the directors full powers as to issue and redemption. The resolution is in the usual terms and should place the concern in a strong financial position.

Devon Great Consols, 8 to 9, and reported to be in demand owing to the advance in price of copper, and it will be observed that the month's sampling of copper ore just made is the largest for a considerable period—945 tons. According to the agent's report the mines would appear to be looking better. Devon Great United 1 to 1½; a slight improvement is noticeable in this week's agent's report. Kit Hill, 2 to 1; the engine is now nearly ready to work. Drake

Walls, 3 to 1; the various operations are progressing satisfactorily at the mines.

South Wheal Frances advanced to 17, 18, owing to the great improvements at the mine and the increasing returns of tin now being made. This, with the increasing price of tin, will, it is expected, place this company's finances in a highly satisfactory state at the next general meeting of shareholders.

Kapanga Gold, 8s. 9d. to 11s. 3d.; a correspondent writes that a large amount of capital has been expended. A 30-inch engine has been erected and is doing all necessary work, 50 heads of stamps are on the ground, the foundations for 25 are already laid, and 15 are in actual working order, the main shaft has been sunk 70 fms., cross-cuts have been put out at the 50 and 70. At the 50 two powerful lodes have been cut, and by the latest advances the manager was daily expecting to intersect another well-known lode, so that telegraphic intelligence of a most important character may be looked for at any time. Having regard to these facts and to the well known richness of the district, the prospects of the company appear most encouraging.

Mysore Gold, 1½ to 1½; it is intended to hold the annual general meeting in December, before which a statement of accounts, with a full report of the workings on the several gold bearing veins on the company's property, will be issued.

Richmond, 17½ to 17½; on Tuesday the directors declared a dividend of 10s. per share, free of income-tax, payable on and after Tuesday, Nov. 8. Further negotiations with the Eureka Company, to settle an agreed amount in payment of damages and costs of the suits, have not up to the present led to an agreement. The Albion Company have appealed to the Nevada Circuit Court, against the decision of the Eureka District Court, but the appeal is not likely to be heard before January. The new furnaces have been smelting about 820 tons of ore per week, nearly all from the Richmond Mine. Last year about 200 tons of outside ores were purchased weekly, so that although the gross quantity smelted is not so large, the output from the mine itself is rather above the average. The last reports from the mine state that the ore chambers show an improvement, especially No. 14 west, and a telegram from Mr. Probert on Tuesday states that indication is favourable for 15th chamber continuing downwards northerly; followed ore struck 30 ft. below 800 level; only prospect yet, take month to develop. Mr. Rickard, the superintendent at Eureka, has handed in his resignation, assigning as his reason for so doing his desire to remove his family from Eureka. The board have not yet appointed his successor.

Ruby and Dunderberg, 1 to 1½; the telegram this week shows increased out-turn from the furnaces and improved ore. The result of the week's smelting being 810,000 from 252 tons, producing 32 tons bullion and the shipments are well maintained at 16½ tons. The superintendent's weekly report indicates good progress in developments, and that the ore in the 700 ft. level of the Dunderberg is improving in size and quality. The developments in the Bullwhacker continue as usual, and the ore is improving.

Eureka (Nevada), 1½ to 1½; the report this week advises good progress in the 150 ft., west and north drifts in the Bald Eagle. The former has now reached the distance of 110 ft. from the shaft, and the latter 46 ft. from the east drift. The main incline has been progressed 10 ft.; now down a total of 215 ft.

Quartz Hill, 1½ to 1½; it is reported that shares have been largely in request this week, owing to heavy purchases having been made, and that "encouraging news as to the output of the mine is expected to arrive during next week."

Missouri, 10 to 10½; Advances from the mine state that St. Clair shaft is now down 407 ft., and that it was intended to commence the 400 ft. level on Nov. 22. The 315 ft. level is also being proceeded with. At the 270 ft. level, old engine-shaft, the drifts north and south have been steadily progressing. The lode is here 2 to 2½ ft. wide, and the ground looks so promising that it is hoped ore will be cut before many more fathoms are driven.

Potosi, 2 to 2½; the telegram received says:—"Between 950 and 975 tons of quartz milled; 25 days full work. Remittance for one month between 800 and 900 ozs."

Isabelle Gold and Silver, 1 to 1½; it is reported that they have resumed hauling pay ore from the mine in large quantities, and anticipate regular shipments of bullion at an early date. The prospects are very bright. Mr. Lewis Chalmers in his report on the property concluded by stating "That success, I humbly submit, is placed beyond a peradventure."

Sentein, 2 to 2½; the new and extensive dressing machinery has continued to work well, and appears to answer all the requirements of the mine. During the last five months it has prepared for market the large quantity of upwards of 2200 tons of silver-lead and zinc. The recent improvement on the value of this latter metal will help to swell the monthly profits now being made.

In Lead Mine Shares there has been but a limited amount of business doing, but prices remain without quotable change. A regrettable unpleasantness, has, it appears, occurred amongst the Board of the Great Laxey Mining Company, through the ludicrous adulation bestowed upon one of the directors by an over zealous friend. It is a sound principle that every member of a board of directors should upon joining it drop his individuality, and use his best efforts to make the board as a whole effective and useful to the shareholders. There is no substantial evidence that this principle has been departed from in the case of the Great Laxey and the director who has been placed in the questionable position by the too hasty generalisations of a contemporary may, indeed, have cause to congratulate himself on the course which the insular directors, acting for the board, have adopted. The director's attention has been officially called to the matter, and, unfortunately, his explanation has not been considered altogether satisfactory, although it may be hoped that the usefulness read, whether deserved or not, will be turned to account by both professional and amateur editors, to prevent a recurrence of the ground of complaint, and that the whole subject will now drop. The insular directors having taken the whole matter into consideration, are of opinion that the object of the person who suggested the statements contained in the article complained of was to elicit special commendation from the shareholders for the services of an individual director as the author of those improvements, admitted to be of such benefit to the mine, at the expense and to the disparagement of the other directors, ignorant of the fact that no improvement either in works or machinery was ever adopted at the suggestion of the gentleman in question. The insular director naturally feel it their duty to the shareholders to make the foregoing facts public, to prevent misconception; and, if their colleague is not personally to blame, it is equally necessary on his behalf. It is but fair to say that for several years past the director mentioned has been unceasing in his efforts to secure the adoption of rock boring machinery and the general economic working of mines generally, so that even our contemporary might be excused for assuming that it was he who initiated the improvements at Great Laxey, and it is by no means just to assume that the director inspired the article especially in the face of his distinct disclaimer.

Roman Gravels, 12½ to 13; the mines continue to open out well. In addition to the large monthly sales of lead ore they have sold 60 tons of blende. Tankerville, 2 to 2½; the operations at the three mines are progressing satisfactorily, and it is observed that samplings are now being made from each mine.

East Long Rake, 1 to 1½; a discovery of considerable importance here is reported during the past week, and one which will, it is considered, greatly enhance the value of the mine; a flat bed of lead has been found at a depth of 12 ft. from the surface, and is now producing some fine samples of lead ore, one weighing over 3½ cwt. of solid galena. The working of the deposit has, it is said, been let on tribute at a price to leave the company a clear profit of 2l. per ton. These flat beds, say the writer, which occur in the limestone formation often prove a great source of profit, as the ore requires little dressing, and is usually found in great bulk, a flat frequently turning out many hundreds of tons of lead. Several instances of this have occurred in neighbouring mines, and large profits have been paid from them. It is stated that from the ordinary working lead is now being dressed, and that sales will commence in the course of a fortnight, and that altogether the mine is looking very well.

Frongoch, 2½ to 2½; the manager's report states that a general improvement continues to be made at all points of importance, and fresh reserves of ore are constantly being discovered, notably in the upper sections of the workings between the 34 and 58 fm. levels.

Ystwith, 5½ to 7½; the manager's monthly report states that satisfactory progress is making in the development of the mine, and that the rock-drilling machinery continues to work admirably in the western cross-cut, the present rate of progress being about 12 fms. per month, which is a great saving in time, and the cost per fathom is considerably less than when the work was done by manual labour. Some important discoveries are expected to be made shortly.

Beith United, 3 to 3½; in order to forward the drive of the 50 east (under adit) measures are, it is said, being taken to employ rock drills to rapidly open out the ore ground. All the six productive points are looking well, now producing silver-lead ore in paying quantities.

Mr. James Richards, of Newtown, telegraphs (Nov. 4) that at Moelfre Mine

an important discovery has been made. They have intersected a new lode, and as far as cut into there is lead throughout. Further advice will be sent when cut through. A sample of ore is at the company's office.

Pantymwyn, 1½ to 2½; the lode in the 22 has been driven 54 fms. in hard ground that will pay to work when lead ore is worth 12l. per ton. The present forecast is entering a similar soft stratum to that in which large quantities have been found further west.

The Broadway and Mutual Agreement Mines have been visited by the Marquis of Lorne and staff to witness gold milling. Professor A. E. Walton showed the Marquis and the distinguished party of English gentlemen the *modus operandi* of extracting gold from quartz by the milling process. It was the first visit of the Royal party to a gold mine, and they took a special interest in having everything connected with the process of crushing quartz and saving gold thoroughly explained. The Marquis was highly pleased, and had the satisfaction of witnessing active and successful gold mining before he took his departure from Montana. The letters of allotment in the Belgian Date Coffee Company (Limited) have been posted.

GAS SHARES.—The principal business in these shares, according to this evening's report of Messrs. W. L. Webb and Co., of the Stock Exchange and Finch-lane, has been—Bath, 18½ to 18½; Bombay, 5½ to 5½; Continental Union, 23½ to 24½; ditto, new, 17; Gaslight, A, 17½ to 17½; ditto, H, 7 per cent, 133 to 134; ditto, 4 per cent, debenture, 103½ to 103½; Imperial Continental, 194 to 195; London, 196; Monte Video, 14½ to 14½; Oriental, new, 1½; Rio de Janeiro, 25½ to 26; South Metropolitan, B, 178½ to 180. Gas stocks dull. For closing prices see list on the last page of Journal.

INSURANCE SHARES have, according to this evening's report of Messrs. W. L. Webb and Co., of the Stock Exchange and Finch-lane, been dealt in as follows:—Alliance British and Foreign, 37½ to 37½; Atlas, 18½; City of London Fire, 19½ to 19½; Commercial Union, 24½ to 25½; Employers' Liability, 2; Fire Insurance, 4½ to 4½; Imperial Fire, 154½ to 155; Indemnity, 31½; Marine, 25½ to 26½; Northern, 54½; Merchants Marine, 15½; London and Staffordshire, 3½ to 3½; London and Lancashire, 1½; Ocean, 8½; Pelican, 61½; Phoenix, 333 to 334; Standard Fire, 2 to 2½; Union-rail, 8½. Insurance steady. For closing prices see list on the last page of Journal.

TRAMWAYS.—The closing prices of this evening, as quoted by Mr. W. Abbott, of Tokenhouse-yard, are given in tabular form in the last page of Journal.

RAILWAY AND GENERAL MARKETS.—Referring to the course of business done to-day during official hours (11 to 3) Mr. Ferdinand B. Kirk, 5, Birch-lane, writes:—"Opening: Yesterday's important advance in Turkey and Unified enabled the Paris people to dispose of large quantities of stock here; they are still sellers, although the price has fallen. Unified have receded ¾ and Turkish Fives ¾. Rio Tinto shares continue to be in pressing request, and have further advanced 1, to 25¼, 25½. It is little to the purpose to recount how last year shares were recommended in the "Week" at 11, and in the previous year at below 3. Coal and iron shares are still in demand. Newport Abercrombie, 7½ to 8½, and expected soon to be 10. Chillington Iron, 3½ to 3½; Ebbw Vale, 10 to 10½; Lydney, 1½ to 2; New Sharlington, 4½ to 5½; Peabody, 15 to 15; Rhymney (new), 8½ to 9; West Cumberland, 12½ to 13. At the West Caradon meeting yesterday an excellent report was presented, and a call of 1s. made. Shares are ¾ to 1. New West Caradon are ½ to ½; Port Phillip, 4s. to 6s.; Eberhardt, 5½ to 5½; Panulillo, 5½ to 6—Closing: At one time Richmonds were quoted at 17½ to 18, though done yesterday at 15½. Unified have been as low as 72½, or a fall of 1 from yesterday, now slightly better. Buyers of Spanish have to pay 26½. North British, 92½ to 92½; North Eastern, 165½ to 165½; Sheffield, A, 53 to 54. Pestarens, 4s. to 6s.; Port Phillip, 4s. to 5s.; Don Pedro, ¾ to ¾.

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MR. CLARE, AND THE ADMIRALTY.—

Mr. CLARE desires to publish the history of this case, affording valuable

Notices to Correspondents.

* Much inconvenience having arisen in consequence of several of the Numbers during the past year being out of print, we recommend that the Journal should be filed on receipt; it then forms an accumulating useful work of reference.

Received.—"N. R." (Dublin Electric Light Company)—"L. L. D."—"M. A. A."—"J. L."—"T. E."—"G. T."—"J. H. H."—"F. W. K."—"A. P."—"J. B. B."—"Mentor" (Bath)—"Old Hand" (Smoke Prevention): There can be no more interesting study of this subject than a search through the back volumes of the Journal, where the views of Charles Wye Williams, Samuel Hall, and others are very frequently given—"N. W."—"Shareholder" (Leeds): A full report of the meeting is published in this week's Journal—"T. H. W." (Dublin): All the information which is procurable in inserted in the Journal—"A Lady Subscriber" should write to Mr. Warwick respecting the several companies referred to—"N. W. T."—"C. C. M."

THE MINING JOURNAL,

Railway and Commercial Gazette.

LONDON, NOVEMBER 5, 1881.

THE DEATH OF MR. A. MACDONALD, M.P.

The death of Mr. A. MACDONALD, M.P., which took place on Monday night at his residence, Wellhall, Hamilton, near Glasgow, has removed from the mining body their ablest and most indefatigable leader. Opposed as we have been to the deceased's views on mining matters, we were personally intimate with him for many years, and never doubted his good intentions. Entering a coal mine when he was little more than eight years of age, he for some years underwent the ordinary vicissitudes attending the duties of a collier lad when boys and girls of tender years had to do the most laborious work in carrying coal from the place where it was wrought, and this was continued until the Act of 1842 drove women and girls out of the pits, and boys under the age of ten years. Mr. MACDONALD, who witnessed the degraded position of juvenile workers in mines, male and female, as well as the women, appears to have early determined to endeavour to do something to ameliorate the condition of the class he belonged to. After working a few years he saved sufficient money to attend some of the classes in Glasgow University, returning to work in the mine after his first session. After that for a short time he had the management of a colliery, and afterwards became a teacher. About 1852 he began to take some part in the agitation going on in connection with mining calamities, and took an active part in the work which culminated in the Act of 1860. He was elected Chairman of the Scottish Miners' Association, and the leader as well. His energy and declamatory powers were such that he soon became as well-known in the mining districts of England and Wales as he was in Scotland, and for many years he was looked up to more than any other man connected with the mining body, and at the time of his death was President of the Miners' National Association, which was established about the year 1864, when he was chosen to the chief position. The objects of the Association were stated before a select committee of the House of Commons by the deceased to be the abolition of the truck system, better mines inspection, the repeal of the Criminal Law Amendment Act, and matters of that kind, and most of these grievances he lived to see abolished, in a great measure through the energy which he brought to bear on all questions on mining, and of which he was master.

Mr. MACDONALD travelled a good deal in America, having gone as far as the Salt Lake City, where he had an interview with the Chief Mormon. The services rendered by the deceased was on more than one occasion recognised pecuniarily, and we were present some time ago at a dinner in Leeds when he was presented by the late Mr. JOHN NORMANSELL with the sum of 1400*l.* on a silver salver. On acknowledging the gift Mr. MACDONALD said if his own immediate necessities were such as not to require any of the money, he would give it for the purpose of giving some young men the opportunity of studying mining and similar subjects in the Glasgow colleges. As Mr. MACDONALD was unmarried, it is quite probable that before long we shall hear that his property has been left for the purpose we have stated. In 1874 Mr. MACDONALD put up for Stafford, and as he informed us at the time, was by no means sanguine as to his success; he, however, was returned by a fair majority, as he was a second time in 1880. In the early part of his career Mr. MACDONALD was strongly opposed to the colliery owners as the opponent of the miners, but his views were greatly modified as he gained experience along with age, and instead of counselling strikes was greatly opposed to them, and in favour of arbitration and sliding scales in the settlement of wages disputes. In private life Mr. MACDONALD was a most agreeable associate, full of life, giving with great spirit episodes connected with his travels at home and abroad, as well as home pictures of a lively character. In a preface to the Act of 1872 which he had printed he feelingly alluded to those who had aided the miners in the House of Commons, remarking that "not a few have gone to their rest." Now the fiery chief to whom the working miners of this country owe so much has also gone to his rest amid the deep and heartfelt regrets of those whom he served so well, and by those also who were opposed to his views, but at the same time recognised his thorough honesty and unselfishness.

AUSTRALIA AND THE IRON TRADE.

Some little time has elapsed since we called attention to Australian affairs and their bearing upon the home iron trade. We think we may fairly say that the general course of the Australian colonies is prosperous. It could not well be otherwise, seeing that these communities started and still remain free from any of the complications and burthens which have arisen in the Old World. Accordingly their pastoral industry, which has hitherto been their mainstay, has attained a prosperity which has exceeded the most sanguine dreams of its first promoters. Year by year as more country has been brought under settlement in Australia the production of wool at the Antipodes has continued to increase in importance. This importance may be inferred from the single fact that in the first nine months of this year we received from the Australian colonies, New Zealand included, 311,672,187 lbs. of sheep and lambs' wool, the corresponding imports in the corresponding period of 1880 having been 280,091,805 lbs., and in the corresponding period of 1879, 273,140,018 lbs. It will be seen that the imports are steadily expanding year by year. There is practically no limit to the production of Australian wool, and so long as a market can be found for it in Great Britain it will continue to arrive. It must be remarked that the supply has somewhat exceeded the consumption during the last few years, and that the prices obtained have become less remunerative in consequence. Nevertheless, vast sums steadily flow month by month to our Antipodean settlements, and it would be strange indeed if they did not increase in wealth and importance. In the first nine months of this year the value of the wool imported from Australasia into this country was computed at 19,010,596*l.*, as compared with 17,064,470*l.* in the corresponding period of 1880, and 14,435,855*l.* in the corresponding period of 1879. At this rate the Australians are now receiving from this country alone more than 2,000,000*l.* per month for the wool which they supply to us. As they forward some wool also to France and the United States, to say nothing of their miscellaneous exports in other directions, it will readily be seen what a wonderful benefactor the sheep has been to Australasia.

Two of the Australasian colonies—South Australia and New Zealand—are becoming wheat exporting centres of some importance; and as population and capital increase at the Antipodes we shall probably witness a much more extensive development of miscellaneous industries. But we doubt whether the time has arrived when the various Australasian Governments will find it possible to raise loans at an interest of 3½ per cent. per annum. The Government of South

Australia is said to contemplate some such policy as this, but in our judgment such a proceeding would be premature. Money has certainly been hardening in value in Great Britain and Europe during the last three months, and people will never send capital to Australia at 3½ per cent. per annum when they can readily make something more than that for their surplus resources upon first-class security at home. However, the ability of the various Australasian Governments to raise capital at an interest of (say) 4 per cent. per annum is now an established fact, and this is eminently calculated to encourage Australian public men to proceed with the construction of railways and other useful reproductive works. In the year ending June 30, 1881, the railways of South Australia earned a net return upon their capital at the rate of 3 per cent. per annum, and as they gave a great indirect stimulus besides to the trade and industry of South Australia, it is not surprising that the colony should have had railway extensions in course of construction at the same date to the extent of 232 miles. The experience of South Australia is very much the experience of Australasia generally; and altogether we can but come to the conclusion that the Australasian colonies are likely to prove valuable clients in the future to our iron trade.

THE RATING OF BLAST FURNACES.

A decision of more than ordinary importance to ironmasters has just been given relating to the rating of iron furnaces out of blast. The usual, and what appears to us to be the only fair, course hitherto adopted has been to put only furnaces that are in blast on the rate book. But some valuers appear to be of opinion that furnaces not working should be rated as well as those that are turning out iron. Such, however, was the view of Mr. HEDLEY, of Newcastle, who was lately appointed to revise the assessment of some of the largest works in Staffordshire, and amongst others were the Congreve Works of the New British Iron Company. The company have six blast-furnaces, and five of these have been out for some time; but, acting on Mr. HEDLEY's advice, all six were assessed. Seeing that the ore which is smelted is not assessed until it is raised, the same as any other metal or mineral, it certainly looks preposterous to tax a place that is standing, and which, instead of being a source of profit, is an actual loss. Yet such was the decision come to by a practical valuer, although it was pointed out that the principle of rating laid down by the Assessment Act was to the effect that the annual value was such a sum as a tenant would give on an annual tenancy, free of all outgoings, so that a furnace out of blast had no actual annual value; but, on the contrary, was a heavy expense to the owners. This position, of course, was opposed by Mr. HEDLEY, but the assessment committee decided that void furnaces should remain on the assessment roll, but should not be carried into the current rate so long as they remained out of blast. These conflicting views as to the mode of rating which we have frequently pointed out as regards mines in which the rates are not based on the royalties, apply with equal force to the case to which we have drawn attention. It shows the necessity of adopting a system for which we have long contended, of a uniformity of rating on a method laid down by Act of Parliament, so that the extensive powers now given to a valuer to use his own judgment in making an assessment should be done away with. Were that done there would be no appeals to Sessions, involving heavy expense, and mineowners and iron manufacturers would be content, as they would not be left to the caprice of a valuer as to what they should pay in the shape of rates.

SALT MINES IN THE NORTH OF ENGLAND.

A new and important industry is about to spring up in the North of England that gives every promise of being most successful. The salt districts of Cheshire cannot be much longer depended upon, for vast areas in that county are being submerged, and buildings and even land are fast subsiding and disappearing. But it appears that in the North of England there are extensive deposits of salt that are about to be developed at the instance of some of our most enterprising ironmasters, and, as will hereafter be shown, there is some connection between iron and salt. At Middlesbrough Messrs. BOLCROW, VAUGHAN, and Co. (Limited) are opening out a large field of salt which was discovered a few years ago in boring for water, at a depth of nearly 1800 ft. The bore-hole made was of large size, the apparatus being that of Messrs. MATHER and PLATT, and it went down to the rock salt, found to be about 50 ft. in thickness. The discovery was not then utilised, but now, owing to the increasing demand for the chemical works on the Tyne, it is to be made available. And now Mr. I. LOWTHIAN BELL and his brother have been successful in finding a bed of salt 80 ft. in thickness near to the works at Port Clarence. This has been done by the Diamond Rock Boring Company, who have bored a narrow shaft 16 in. in diameter at its lowest extremity to a depth of 1200 ft., from which the brine will be worked. Brine springs at one time were worked in the county of Durham, but evidently not so early as the Domesday Book, in which they are not mentioned, and, singular to say, the name of BELL is recorded as one of the earliest of salt makers, for in the records of 1489 it is stated that LIONEL BELL, of South Shields, obtained from the Prior of Durham a lease for 60 years of a parcel of land near to St. Hilda's Chapel, on which he constructed two salt pans. This is the earliest record of the manufacture of salt, for which Shields was at one time famous. From the Account of the Roll Call of Jarrow in 1504 we find the amount received in tithes for six salt pans was from ROBERT HARDING and WILLIAM ATKINSON 5*s.* each for 20 "bowles" of salt, and from WILLIAM DENANDE and THOMAS TAYLOR 10*s.* each for 40 "bowles." It is said that history repeats itself, and there is now every probability of this being the case as regards Durham and the manufacture of salt, the demand for which has increased so much of late years in connection with our chemical manufactures. The chemical works on the Tyne are the most important in the kingdom, and absorb no less than 250,000 tons of salt annually in the manufacture of soda-ash, bi-carbonate of soda, refined alkali, bleaching powder, &c. The chemical works at Newcastle, first established by Mr. C. ATTWOOD, were afterwards carried on by ALTHUSEN, TURNER, and Co., and now by a limited company, not only manufacture sulphuric acid by the burning of pyrites, but turn out weekly about 700 tons of soda-ash, for which nearly 900 tons of common salt are decomposed, the works turning out something like 60,000 tons of chemicals annually. The Felling Chemical Works, near to Gateshead, also require a large quantity of salt, as they can produce yearly 15,000 tons of soda-ash and 6000 tons of bleaching powder.

It will thus be seen that there is a near market for all the salt which is likely to be produced in Durham for some time to come in connection with the chemical works on the Tyne. The chemical works in the Newcastle district are of comparative early date, and appear to have been initiated practically by a gentleman named LOSH, who had studied chemistry under LAVOISIER at Paris, and having left there in the troubled times when LOUIS XVI. was in difficulties, along with Lord DUNDONALD commenced operations as soda makers. Not being sufficiently *au fait* Mr. LOSH again visited Paris some 60 years ago, and made himself acquainted with the LEBLANC process, but which we believe has now been supplanted in the manufacture of soda by other reactions. Some of these processes which at the time they were brought out appeared to hold out no hope of success have turned out otherwise, as, for instance, the efforts made to transform chloride of soda into soda by means of bi-carbonate of ammonia. Lord DUNDONALD, however, evidently took a great deal of interest in the establishment of chemical works on the Tyne, and in 1785 published a work on "The Present State of the Manufacture of Salt." Since then, of course, great changes have taken place in the application of salt for several chemical purposes, and considerable attention has been paid to the manufacture of carbonate of soda and the washing of the raw soda and the evaporation of the lye. But this has all led to an increasing consumption of salt, the carriage of which from Cheshire to the Tyne is a rather heavy item, but this will be obviated when the salt deposits of the Cleveland district are opened out and developed.

In addition, however, to the quantity of salt used for chemical purposes the same material has been extensively used in connection with the manufacture of iron, and in all probability will be used to

a greater extent for that purpose than has hitherto been the case, seeing that it will be raised in close vicinity to some of the largest ironworks in the kingdom. It is stated by some of our most experienced ironmakers that salt is capable of removing both sulphur and phosphorus from iron, whilst it considerably shortens the process of puddling a charge of iron. By the use of salt in solution the production of iron has been considerably increased without any additional consumption of fuel. Salt imparted a brittleness to some iron that was not desirable, but where hardness was required, as in plating and steel iron and sheets for galvanising purposes, salt has been used with the greatest advantage, for in the case of galvanising sheets less metal would be required for coating them, as they would possess a clean dense surface. In the manufacture of heavy material, such as cable chains and bars, a moderate amount of salt only should be used, for a fibrous and not a brittle crystalline iron was required for such products. One of the principal forge managers in Staffordshire states that by the employment of salt a useful coating was deposited over the fettling and about the furnace bottom, and this doubtless served as a protection against unnecessary combustion, and consequently produced a greater yield. In Staffordshire salt has been made use of at several places, but was not extended owing to the claims made by the workman for extra remuneration, as is usually the case where anything new is introduced, even where it favoured the workers. The cost of the salt itself was another item for consideration, seeing that the charge for carriage by railway is in itself heavy. But in the case where the salt is raised close to the ironworks, as will be the case at Middlesbrough, there will be no such difficulties or impediments to be encountered, so that we may look forward to salt being used in the production of some descriptions of iron where such can be done with advantage. But there will be a constant and increasing demand for all that can be raised for the works on the Tyne, to which there will be only a small charge for carriage, owing to the short distance it will have to be conveyed. We may, therefore, fairly assume that in addition to the iron trade, which has made Middlesbrough so famous, and to the more recent introduction of the manufacture of Bessemer steel, another industry is about to be opened out in the Cleveland district that can scarcely fail to be in the highest degree successful. Seeing that the salt districts of Cheshire, owing to landslips and submergence, cannot be depended upon the future of the Middlesbrough salt field looks most cheering, more especially as those now connected are not only capitalists but are well known for their spirit and enterprise.

PETROLEUM AND ITS HISTORY.

So much attention has recently been directed to the newly developed petroleum district of Germany that a brief account of its history and uses will not be uninteresting. Although known from time immemorial, and collected in various countries for ages, it was not until 22 years ago, when American enterprise bored an artesian well for the express purpose of procuring oil from the rocky strata below that this cheap and beautiful illuminating oil became an important article of commerce. Without attempting to trace the period of the first discovery of petroleum its existence in abundance in the form of springs of oil in many localities makes it evident that it has been known for certainly more than 4000 years. The earliest evidence of the use of petroleum is found in the ruins of Nineveh and Babylon, in the building of both of which an asphaltic mortar was employed, the asphalt for which was a partially evaporated petroleum. That used at Babylon was obtained from the springs at Is, on the Euphrates, which at a later date attracted the attention of Alexander, Trajan, and Julian, and even still supply the neighboring villages with oil. The oil wells of Zante were referred to by Herodotus 500 years before Christ, and Pliny and Dioscorides mention the oil of Agrigentum, the so-called Sicilian lamp oil. As to the durability of oil wells it is sufficient to state that in one of the Ionian islands there is a spring which has yielded petroleum for more than 2000 years; and the springs of Rangoon, on the Irrawaddi, have been wrought for ages. Before the general introduction of petroleum among civilised nations the yield of the wells in this district is said to have been 400,000 hogsheds of oil per annum. The perpetual fires burned at pagan shrines are supposed to have been caused by springs of petroleum ignited at the surface.

Petroleum has long been collected by the American Indians, and was sold by them as Seneca oil, and applied to various useful purposes, and many American authorities believe that before the Indians the race of people who worked the copper deposits of Lake Superior, the lead mines of Kentucky, and built the mounds in the Western States, also dug numerous wells in Pennsylvania, Ohio, and Canada, to collect the oil which flowed into them. One of these prehistoric wells at Titusville, Pennsylvania, was upon being cleared out ascertained to have been 27 ft. deep and between 5 ft. and 6 ft. diameter, and to be cribbed up with logs to the top. In another a notched tree was found still standing in the position in which it had been used for a ladder. As early as 1836 from 50 to 100 barrels of petroleum were collected annually in the valley of the Kanawha, Virginia, and sold as a medicine. It was not, however, till oil from coal and shale had been successfully introduced with lamps specially adapted for this class of oils that attention was directed to the petroleum springs as likely to furnish a cheap supply of material. The introduction of shale oils may be dated from about 1834, when Selligie, in France, manufactured it on a large scale, and introduced it for lighting. Gesner manufactured it in Prince Edward's Island in 1846, and four years after James Young, of Glasgow, introduced paraffine oils made from the afterwards celebrated Torbanehill mineral. The industry was exceedingly profitable, and extended rapidly. It was quickly introduced into Germany, where the material used being either the Torbanehill mineral imported from Scotland or some of the rich bituminous shales with which Germany abounds. But, curiously enough, the petroleum deposits seem to have been altogether neglected until within the past two or three years, probably because the plant has been erected and all necessary arrangements made for producing the oil from the shale, and thus removing the great incumbrance which would otherwise have existed for obtaining the cheaper natural product. But the extension of the American oil trade, and the prospective displacement of shale oils in Germany by an imported article, gave rise to energetic exploration, and the result has been eminently satisfactory. Near the borders of Hanover and Brunswick oil has been struck, and is already laying the foundation of an extensive and highly lucrative industry—one town having already abandoned its ancient name for that of Oelheim (the home of oil), and the example will no doubt be followed by Eickenrode becoming Oelbrumen, Meerdorf being changed into Oelmeer, Volkse into Oelschachten, and so on, as the tapping of the oil-bearing strata is effected at the several places.

The geology of petroleum has been pretty extensively studied by Prof. Newberry, of Columbia College, New York, and his theory of the genesis of petroleum is very interesting. He argues that petroleum where it occurs in nature should be associated with carburetted hydrogen, and be traceable to some deposit of organic matter, and such may probably be always found to be the case. Petroleum shows itself at the surface, flowing out usually with water from some subterranean source, and all copious springs of this description are found to be located at no great distance above some considerable mass of bituminous material. Where obtained in large quantities it is found as reservoirs of broken or porous strata, which overlie carbonaceous deposits. Much confusion has been produced in the minds of those who have not thoroughly investigated this subject by the fact that coarse sandstones and conglomerate form the reservoirs of Western Pennsylvania; but it needs no argument to prove that petroleum is not indigenous in a mass of comminuted quartz, and that it must have been derived from some other sources, and from organic material. It is inevitable also that when flowing out of the rock where it is produced it should rise and occupy any reservoir open to receive it, and that where the channels through which it flows are continuous to the surface, the current production should pass off with the water and be evaporated, oxidised, and dispersed, or leave only an asphaltic residuum. Porous and jointed strata of conglomerate and sandstone often lie conveniently above some mass of carbonaceous material undergoing decomposition. These

open strata form great reservoirs, above which there is sometimes spread a sheet of impervious matter, which serves as a cover. When by boring through this cover the reservoirs are tapped, either water, oil, or gas is forced out, according as the bottom, middle, or top of the reservoir is pierced.

Petroleum occurs at all geological horizons above the Eozoic system. In the later and unchanged sedimentary rocks petroleum is usually to be found flowing in greater or less quantity from every considerable mass of carbonaceous material; it seems, however, to be produced in the greatest abundance from bituminous shale, and it is probable that all the great accumulations of rock oil are derived from strata of this character. In ascending the geological scale the first oil horizon is found in the upper part of the Lower Silurian series. At Collingwood, Canada, this formation is saturated with petroleum. The bed is here a bituminous earthy limestone filled with the remains of trilobites, and it doubtless owes much of its carbonaceous impregnation to the animal matter of these crustaceans. The next higher oil horizon is by far the most productive one in the United States. It lies in the upper Devonian rocks, and is that in which all the oil wells of Pennsylvania are located. In this district the hills and table lands are formed of carboniferous rocks, patches of coal measures, the conglomerates and from 300 ft. to 400 ft. of lower carboniferous shales. With regard to the getting of the oil the process is by no means complicated. The oil wells are drilled in the same way as artesian wells for water, and when the oil stratum is reached the result is in some instances a flowing well, but in most cases the oil has to be pumped. It is received in large wrought-iron tanks, which are often sunk in the ground, and covered with gravel, to diminish the risk of firing, and refined for market, nearly every portion when separated having a fair market value. Distilling, as usually practised, involves three successive operations—fractional distillation, agitation with sulphuric acid, and agitation with hydrate of soda or ammonia. A few refiners improve the quality of refined oil by re-distilling it after the treatment with acid or alkali. In either case the profits derived are usually large, and there are probably few industries which have yielded such enormous fortunes with comparatively small capital, and in so short a time.

According to news received from Peine yesterday, near Wehnsen (between Wehnsen and Eickenrode) in the Russian property, an abundant spring of oil has been struck, in consequence of which there is much excitement in the neighbourhood.

SAFETY LAMPS AND MINERS' EYESIGHTS.

A most extraordinary statement was recently made by Mr. MATTHEW TRURAN, the general manager of all the Dowlais Company's Collieries, with respect to the effect of safety-lamps on the eyesight of the miners using them. It was on the occasion of an inquest touching the death of a miner who was working with a candle which ignited a blower, causing his death and severely injuring several others, and Mr. TRURAN stated that by using naked lights at Dowlais, old men had their sight, whilst in Aberdare young ones lost it by the use of the safety-lamp. The Government Inspector said that he never heard such a statement before, nor do we believe any other person connected with coal mines has. The statement may be an argument in favour of the use of naked lights from the standpoint of Mr. TRURAN, but it will not be acquiesced in by any, even of his own class, for we know that safety-lamps are now, as they ought to be, the rule in our collieries, and we never heard of a miner complaining that his sight had been impaired by working with them. From statistics before us, prepared by a medical practitioner in a large colliery district in the North of England, where the Geordy lamp is in general use, no mention whatever is made as to the eyesight of the men being in any way affected by having only the dim light of the lamp to work with, and some of the men have been following their work up to the age of 75 years, having been in pits from the time they were eight or nine years of age. Some of these men have worked with the lamp from 30 to 40 years, and are now in the enjoyment of good eyesight, and are able to do without spectacles. In most of our coal-mining districts lamps are used, and in no part of England or Scotland have we ever heard of anything like the statement made by Mr. TRURAN being even suggested. Indeed, we believe there are few working men whose eyesight continues so good to a lengthened period of life as that of the miners engaged in getting coal, and no one we believe ever heard any of them complain that they could not see so well as they did at one time. The lamp we also believe is a far healthier light to work with than a candle, and we do know it is by far the safest in mines giving off gas. Of the latter, in particular, we have frequent proofs, and it is a significant fact that in the case of almost every fatal explosion which has taken place during the year so far the men worked with naked lights. But at the Dowlais Mines it appears that naked lights are the rule, and that the killing of a man or two does not appear of sufficient consequence to lead to a change for the safer, although less brilliant, light. The manager of the Dowlais Mines takes credit that as regards explosions there was only one case in 1878, in 1879 there were but four, in 1880 none whatever, and in 1881 there were only three cases. It is evident, however, that had safety-lamps been used there would have scarcely been one case to have recorded. The Coroner in summing up said in these matters it was always desirable to come to an amicable arrangement as to the mode of working, but if such could not be done after the frequent recurrence of explosions at the Dowlais Company's pits, resort must be had to the Act of Parliament to decide whether naked lights or safety-lamps should be used. We hope we have heard the first and last of miners' eyesight being affected by working with safety-lamps. To say the least, it is but a sorry excuse for having open lights in mines which give off a good deal of gas; and even were it correct, would it not be better to have the vision of a man slightly impaired rather than kill him outright.

COAL IN BELGIUM.—From official statistics recently published it appears that the total output of coal in Belgium for 1880 was 16,887,047 tons, as against 15,446,512 tons in 1879. Notwithstanding this increase, the imports of coal from England and Germany are stated to have been considerably augmented. The imports were 915,628 tons, although, on the other hand, there were exported 4,193,145 tons. The province of Hainaut furnished 75 per cent. of the total supply, the remainder being drawn from Liège and Namur.

INVINCIBLE CENTRIFUGAL PUMP.—This pump, of which Messrs. John and Henry Gwynne, of the Hammersmith Ironworks, are the patentees, has been awarded the gold medal at the Congrès International Phylloxérique de la Gironde, held at Bordeaux last month, as being the best water elevating machine for submerging the vine to exterminate the phylloxera.

THE MERSEY TUNNEL.—Messrs. Hathorn, Davey and Co. write with respect to the pumping plant of this work:—"The engines are those known as Davey's patent compound differential pumping-engines, and were all made by us."

BLASTING IN MINES.—A special meeting of the Mining Association of Great Britain was held on Wednesday at the Westminster Palace Hotel, the President, Mr. Alfred Barnes, M.P., presiding. It was numerously attended by colliery proprietors and mining engineers from all parts of the kingdom. The subject for consideration was the circular recently issued by the Home Office on blasting in coal and other mines subject to the Act of 1872. After a long discussion the question was referred to a committee, consisting of representatives from each district of the kingdom, to report to the Association. A deputation of the South Wales and Monmouth Colliery delegates waited, by appointment, upon Lord Aberdare to lay before him their reasons against the recently issued Government prohibition of powder blasting in collieries except when colliers are all out of the workings. His lordship, when Home Secretary, had charge of the Mines Act, and the Home Office construction of a section of that statute is now a subject matter of dispute. His lordship acquiesced in the general tenor of the views of the deputation, and it was arranged

to have representations made upon the matter to Sir William Harcourt.

REPORT FROM CORNWALL.

Nov. 3.—There is no lack of rumours of all kinds and tendencies anent mining matters, and the share market, after a brief period of dullness, has displayed considerable excitement. There is evidently a very considerable inclination to be speculative, and unless the tin market does take a decided upward turn—which after all is a very reasonable anticipation—not a few venturesome people are likely to get their fingers burned. One of the leading points of interest just now is the probabilities of forthcoming dividends, and as much as 44s. has been offered and taken for the next Dolcoath. That it will be a very handsome one is quite certain, but it is probably safer to bet on 42s. 6d. than 45s., and perhaps 40s. would be nearest the mark after all.

The Gunnislake (Clitters) account has passed off quietly and satisfactorily, affording the fullest answer to the absurd charges which have been made against that mine and its management. The adventurers were very wise in taking the advice of the committee and not exhausting their balance by declaring too large a dividend. Probably a 3s. dividend would have been most acceptable to the speculative element in the mine, but for the *bona fide* investors there can be no question that the 2s. dividend was the wisest course. It is just this "hand over head" style of finance, which a minority of the shareholders favoured, that has got so many promising mines into difficulty, and even led to the knocking of not a few. They are wiser than this at "Clitters." Capt. Boyens knows too well how to keep his own counsel to make it very likely that the statements concerning the recent sales by him of a portion of the Wheal Owles stock are absolutely correct in detail. That some of it has been sold of course no one doubts, but the exact quantity is quite another matter. It is very clear that in this case "stocking" has paid, so far as the difference in the actual price at the time of raising and that now obtainable goes, but how far the difference will recoup the concurrent interest charges will remain to be seen. Moreover, the certainty that a higher figure will be touched ere long than that now current is likely to keep the bulk of the stock off the market for some little time yet. There never was any risk, as some people fancied, or pretended to fancy, that the Wheal Owles store would be the cause of serious market disturbance. Mr. Boyens is far too good a man of business to run any such risk as that.

The next Exhibition of the mining Institute of Cornwall will be held at Camborne on Dec. 7 and 8 under the presidency of Capt. Williams, and the excellent practical direction of Mr. Provis. It ought to be of unusual interest, if it is to embrace the novel features of mining inventions which have been talked about of late—notably the ventilating apparatus of Captain Teague, jun., and the new boring machine which has been announced. The challenge between the "Eclipse" and the "Normandy" is also a hopeful prospect.

Considerable progress has been made with the erection of the new Museum in connection with the Plymouth Institution, which is estimated to cost something like 2000*l.*, exclusive of site and collections. It is an important work for Plymouth, which has hitherto been without this adjunct to scientific education. There is likewise a prospect that a building will ere long be started for the accommodation of the flourishing science classes of that town.

REPORT FROM DERBYSHIRE AND YORKSHIRE.

Nov. 3.—The recent heavy rains somewhat interfered with some mining operations in the lead districts, but things are looking better just now by the removal of the water from open workings, as some of the mines may be termed. The larger works, where the plant is what it should be, are not affected by changes in the weather, the same as the many small concerns are. It is different in coal mining, there there is every protection from wet overhead, and operatives are in no way interfered with by atmospheric changes, and such, we think, should be the case at all mines where men are employed. The iron trade of Derbyshire, as well as of the adjoining county Notts, continues in a healthy state, there being a steady demand for pig at the full recent advances, and in addition to what is being sent away to a distance there is a large local consumption for foundry and mill purposes. Finished iron has been in better request of late, especially bars and sheets. At the foundries a steady business has been done in ordinary castings, whilst some few orders are in hand for mining machinery and appliances. The steel works at Driffield continue in an active state, turning out large quantities of rails with more than ordinary expedition. There has also been a steady output of light malleable castings, for which the place named has long been noted. House coal has been in good demand, so that most of the collieries have been able to find nearly full employment for all hands. Transactions with the Metropolis have been on a large scale, so that October has been a particularly busy month, so far as the London coal trade is concerned, and prices have gone up to a point which the changes at the pits certainly have not warranted. But the merchants can evidently charge what they like, for there does not appear to be any countervailing influence that can be brought to bear upon them. The colliery owners appear powerless to keep the trade in their own hands, and to allow the merchants to make large profits, even when they have been making none whatever. Some efforts have been made to pull down this monopoly—so unfair to both consumer and producer—but so far without effect. The scheme brought out by Mr. Thompson would have done a great deal to make the London coal trade of a more legitimate character than it has yet been, for by it the mine owner would have received a fair profit, while his customers would get the coal first-hand, at a much less price than the merchant exacts. The scheme, for some reason as yet not explained, has evidently fallen through. In steam coal there has been a fair amount of business done, but the active season for it has now all but closed.

In Sheffield trade is good nearly all round, and the consumption of iron and steel larger than usual. Makers of pig in the district have cleared out some portions of the stock held by them for some time, and that to advantage, seeing that the advance of 4s. or 5s. a ton has been maintained up to the present time. English and foreign hematite have also gone up in a corresponding degree, for the requirements of late have increased. Both Bessemer and crucible steel have advanced, and rails of the former are about 1*l.* per ton higher than they were a couple of months ago, the charge being now 7*l.* to 7*l.* 5s. per ton, but, of course, there are orders on hand at the old rate that cannot leave a profit with the price that has now to be paid for the raw material. All descriptions of railway material are still in request, and the prices of these have also advanced. The making of the steel-faced or composite plates is now being actively carried on at the Atlas and Cyclops Works, and this important branch, replacing as it does the old iron armour-plates 20 in. or more in thickness, promises to be particularly brisk for some time to come, seeing that the town is now being visited by the representatives of foreign Governments, with a view to ordering. Ordinary ship and boiler plates, as well as sheets, hoops, and telegraphic and other wire, are in good request. The cutlery houses are now well employed, and large orders have recently been received from Australia, whilst more is also being done for the home markets, best qualities of table knives being most enquired for. The foundries are tolerably well off for trade, but the engine works are by no means busy. Outside the town there is similar activity to what there is inside, and at Parkgate there are five furnaces in blast, whilst the rolling-mills are in full operation. At Elsecar and Milton a tolerably fair business is being done in rolled iron, but two of the furnaces are still out.

The coal trade of South Yorkshire is still much better than it has been for a long time, and such has been the demand for household qualities that prices have made a good start forward, and the miners in consequence are now asking for an advance of wages. Steam coal has been sent away rather rapidly of late to the Humber for shipment, in particular to the Baltic before it is closed. Latest reports, however, are to the effect that the ice has made its appearance, so that it is not likely that any attempt will be made to send any more coal to the Baltic ports during the present year. During

the early part of the week several cargoes of coal left Goole for Copenhagen, Malmo, Christiania, as well as to London, and several other home ports.

During the past week Sheffield was visited by Commodore Benedetto Brin, president of the Council of Construction of the Italian Marine Ministry, with M. F. Mattei, late Chief Naval Constructor, evidently in connection with armour-plates. The party, which included Mr. Wilson, chairman of Cammell and Co. (Limited), visited both the Cyclops and Atlas works, and at both witnessed the rolling of some of the steel-faced or compound armour-plates, as well as the flanging of marine boilers.

REPORT FROM NORTH WALES, SALOP, AND CARDIGAN.

Nov. 3.—The colliers in North Wales have given notice that they require an increase of 5 per cent. in their wages and a weekly pay. There are few men who have been in work any length of time who cannot manage to live without inconvenience on fortnightly pay, nor do the men sufficiently take into their consideration the extra cost and trouble to their employers attendant upon weekly pay. Of the reasonableness of the demand for an increase of 5 per cent. in the men's wages the employers will be the best judges. The railway season has begun, and the project of a railway from Welshpool to Llanfair is again being ventilated. Application is to be made to Parliament for some alteration in the Act already obtained, and for an extension of time. The unfortunate Tanaf Valley has now two railway schemes on foot—one a narrow gauge, projected by Mr. Spaul, of Oswestry, and one ordinary gauge, matured by Mr. Savin, of railway celebrity. This valley, leading up to a rich mineral district, either between two railway stools, or no stool at all, has managed up to the present time to fall short of railway accommodation. It was a great mistake, as I pointed out recently, of the authorities to refuse the offer of the Liverpool Corporation to make a tramway for the conveyance of their vast material to Pennybont. A large quantity of slate phosphate and other things lie idle in the upper parts of the valley for want of railway accommodation. Two men were hurt, and one of them seriously, by a fall of rock in one of the Corporation's stone quarries at Llanwddyn. These are opening out on an extensive scale, some 150 men being now employed in them. The engineers are to be congratulated upon having such excellent stone for their great work.

In Cardiganshire, the Tanyralit Mine, which is worked upon a small and economical scale, is selling some 20 tons of ore a month, and making good profits. Work is brisk at the limestone quarries of North Wales and Shropshire, and the general condition of the mining and quarrying trades throughout the district is brisk and healthy.

REPORT FROM NORTH AND SOUTH STAFFORDSHIRE.

Nov. 3.—Certain second-class qualities of pigs were this afternoon to be had at from 1s. 3d. to 2s. 6d. under the rates which some few makers declined to accept at the quarterly meetings. But as most consumers have bought well, occasional offers by vendors to accept such terms did not result in business. Foreign pigs were strong; 55s. was the price asked for Wellingborough forge sorts delivered in this district; 50s. was the quotation at which the Staveley Company were holding. Finished iron was steady. Vendors refused to book forward to anything like the extent that buyers desired. Sheets and hoops were especially strong. The latter are again being enquired for on United States account, in lots in some cases of 500 tons. Prices are, however, generally too strong to induce buyers to operate at all freely. The marked bar makers are fairly employed at 7*l.* 10s. for bars and 9*l.* to 9*l.* 10s. for sheets and plates. In the forge coal trade competition keeps keen. Consumers alike of furnace and forge sorts remarked with satisfaction upon the circumstance that the threatened rise of 1s. per ton promised for Nov. 1 had not come about.

A monthly meeting of the South Staffordshire Mines Drainage Commissioners was held in Wolverhampton, yesterday, when the board sanctioned an agreement with the Birmingham Canal Company and the Horseley Colliery Company as to a proposed diversion of a water-course at Tipton. It was determined to enter into an arrangement with the Earl of Dudley to pay his lordship 210*l.* per annum for 21 years, to allow them to pierce any of his barriers which the commission may think requisite for facilitating the flow of water from collieries in the district surrounding the Tibbington pumping station to the pumps located there. Accounts amounting to 10,948*l.* were passed for payment, including 7567*l.* for underground drainage works. It was officially announced that the law clerks had determined to prepare a draft of the proposed bill to Parliament, asking increased rating powers, and that a special meeting of the Commissioners would by-and-by be held to finally consider whether the application should be made, and if so to then consider the draft of the bill.

The colliers and ironstone miners in the employ of the Madley Coal and Iron Company, North Staffordshire, on Wednesday morning gained an increase of 10 per cent. in wages without having resort to the strike which they threatened. The men who ceased work a short time back at other collieries in the district have exhausted their funds, and become disheartened. Some of them have already resumed work at the increase of 5 per cent. which the employers offered as a compromise before the rupture.

At the South Staffordshire Mill and Forge Managers' Association adjourned meeting, held at the Swan Hotel, Dudley, on Saturday, Mr. R. Edwards presided, and there was a large attendance. After the formal business Mr. Morris, of Dallam and Bewsey Ironworks, Warrington, read a paper on "Smoke." He said the most persistent experiments on smoke affirmed that there was not a grain of carbon in a cubic foot of smoke. To get rid of the black smoke all sorts of experiments had been tried, and when they had succeeded the proprietor had lost the use of great heat, and the air had been charged with deleterious gases, instead of an honest disinfectant. Smoke with all its virtues had but one vice, and that was blackness. It was altogether a mistake to suppose that the emission of such smoke was wasted power, and doctors who had studied the question said smoke helped to decompose and destroy the malaria in the atmosphere. If smoke was once formed it could not be consumed, but it could be diluted with air. The reader then cited many instances of failure on the part of so-called smoke-consumers, but praised Dr. Siemens' gas furnace. Mr. Morris concluded his paper with some remarks on London fogs. In the discussion which followed Mr. Farnworth said he was not quite convinced that it was not wasted power which escaped from the tops of the chimneys. At the same time he did not believe that the escape of smoke was so dangerous as sanitary officials would have them believe. (Hear, hear.) Several members complimented the writer of the paper on its contents. Mr. Yeomans believed that if air in proper proportion could be admitted into the grate they might prevent much of the smoke, for combustion would be more perfect. Mr. Rigby was of opinion that complete combustion might mean complete oxidation. After some further discussion the Chairman held that they dare not admit air by rule of thumb, but by valves easily governed. A vote of thanks was given to Mr. Morris for his paper.

An important "adjacent support" decision has been given in the Dudley County Court by Sir Rupert Kettle, in the case of Woolley v. Addenbrooke. The defendant was the owner of a colliery within the district of the Court, and the plaintiff is the owner of a plot of land and house adjoining the colliery. The house had been damaged by mining operations, and the questions in the case were (1) whether the plaintiff's house was so damaged by the operations of the defendant, and (2) whether if the damage was so occasioned by the defendant the plaintiff was entitled to recover compensation. The plaintiff's house was upon a plot of land which had formed part of a large colliery worked by a Mr. Pearson. Most of the coal had been worked at each colliery, and this necessarily caused a subsidence of the surface. The ground, however, became settled in its new condition after the withdrawal of the thick coal, and subsided again on the working of the brooch coal, which was an upper strata of the measures. The thick coal was worked by Mr. Pearson 45 years ago, and the case for the Court arose on the working of the brooch coal and the getting of the ribs and of the thick coal. The evidence was that in

Pearson's Colliery the brooch and the ribs and pillars were worked together. The plaintiff's house was built seven years ago, when the ground showed that the surface had been disturbed by mining operations, which included the working of the ribs and pillars of the thick coal by the defendant, and the working of the brooch by Pearson. In 1879, the defendant again began to work his mine, and in December of that year came to within 23 yards of plaintiff's house, but the nature of the strata would prevent for a time any indication of subsidence. The land on which the plaintiff's house stood was seen to be displaced in March 1880. There was no reason to doubt that the disturbance of the plaintiff's land was occasioned by the defendant's brooch coal workings. Considering the decisions to be taken as precedent his Honour did not think the working the brooch coal eight years was, in law, an interruption of the plaintiff's enjoyment of his easement. It did not actually, even partially or temporarily, withdraw the extra support he was relying upon. The first interruption of the plaintiff's easement was a consequence of the working of the brooch coal by the defendant in 1879. Was he, in considering the right in point of time of the defendant to prevent within 20 years the possession of the easement to ripen into a right under the Prescription Act, to take the time of working his mine, or the time when their working affected the plaintiff's house? He thought the latter; and, if so, there was a 20 years' enjoyment before the disturbance of the easement. On the other hand, if the plaintiff's contention was right that the enjoyment of the easement of support must be taken to begin from the working, then the defendant's interruption of the enjoyment of the easement must begin from the time of his working also, in which case there would be less than the 20 years' enjoyment required by the Prescription Act. After full consideration, and for the reasons before given, he found for the defendant.

TRADE OF THE TYNE AND WEAR.

Nov. 2.—The trade of this district has been to a great extent disorganised by the extremely heavy weather which has occurred late in the North Sea, the movements of shipping having been much interfered with in consequence. Previous to the occurrence of this series of storms there had been for some time a growing scarcity of tonnage, which shows that the volume of trade had largely increased, and shipowners have reaped considerable benefit, as freights have been generally largely advanced. On Thursday, the 20th inst., three steamers sailed from the Tyne, but after that day no more vessels ventured to face the storm until Tuesday, Oct. 25, when the weather having moderated an immense fleet of laden vessels sailed on that day—117 vessels (steamers) sailed. Of those, seven were for Sunderland in ballast, they having entered the Tyne for refuge from the storm. Seven other steamers left with general cargoes and passengers, and 103 left with coal cargoes. Assuming that each of these vessels was worth on an average 10,000*l.*, and that each vessel carried 1000 tons—a very moderate calculation—the vessels were worth upwards of 1,000,000*l.*, and the coal cargoes 36,000*l.* The sight witnessed at the Spanish battery near the mouth of the Tyne when this great mercantile fleet sailed was extremely grand, and it is questionable whether any similar sight could be found at the mouth of any other river in the world. There has been nothing like it in the previous history of the Tyne as regards steamers, possibly never in the records of the coal trade has anything approached it. The most interesting and satisfactory feature of the great day's sailings is the fact that scarcely any damage was sustained, although the vessels crowded so rapidly out of the port. At present there is a strong demand for sailors and steamers to load coastwise at rates unheard of for the past five or six years. The contracting which has been done for winter delivery of coal has been done at rates in excess of the corresponding period of last year.

The pits on these rivers were, as a rule, badly employed last week, but this was owing entirely to a want of tonnage. More coals, however, have been got away from the Tyne Dock than was anticipated, and some very large steamers have also loaded at the docks and staiths on the north side of the Tyne. There is a large quantity of coals in the wagons, so that there will be no delay when vessels arrive. During the past week the shipments of coal in the Wear and at the South Dock have been very large. A number of vessels having been detained by the late gales over 70 left the port on the last days of the week. There have been very large imports of timber of all kinds, and also of iron ore, &c. On these rivers the iron ship-building yards continue very busy, and in consequence the marine engine and boiler-building works are also extremely busily engaged. Most of the foundries and general engine works are also fairly employed. At the old and celebrated works of Messrs. Stephenson a considerable number of locomotives are on hand, and also several other land engines and boilers. Messrs. Hawthorn and Co. have a large amount of marine work on hand. Up to-day (Wednesday) the demand for household coal continues to improve; there has been an advance in price for shipment, and the leading collieries made an advance of 1*s.* per ton from Nov. 1. Coke is steady, and though the consumption is less in Cleveland the increased demand for the West Coast, and the increased demand for shipment, quite makes up for the reduced demand in the spot. Furnace coke is 10*s.* 6*d.* to 11*s.* 3*d.* per ton, delivered at Middlesbrough. The arrivals of steamers during the past two days has been good, but only a few sailing vessels have arrived. Colliers have now again got to work, and if the weather keeps moderate full work generally will be made this week.

A violent boiler explosion occurred at Felling Colliery, near Gateshead, on Saturday evening last. No. 5 boiler in connection with the winding-engine exploded. The boiler parted in the middle, one part going to the eastward was blown 12 yards, the other part was projected westward against the engine-house wall. The explosion was very violent, and a good deal of damage was done to the erection, which will cause the stoppage of the works for some time, but, fortunately, no lives were lost. This is one of the oldest collieries on the Tyne, and it was purchased some time ago by Sir Geo. Elliott, who sunk the shaft from the Hutton seam to the lower seams, and coking coal is now worked from these seams. Steam coal is also worked from the Maudlin and Low Main seams, and gas coal in considerable quantities is worked from the Hutton seam.

The confidence in the iron trade which appeared three weeks ago has to a certain extent declined, caused to some extent by the decline in Scotch iron, and perhaps to reduced shipments, but the latter cause is simply due to adverse weather, and will only be temporary. Taking the six working days ending on Friday last, the delivery was under 10,000 tons. The prices have remained pretty stationary since last Tuesday's market; they are now quoted 41*s.*, No. 3; makers ask higher rates; warrants are 41*s.*, No. 3. At present, however, very little iron is being bought, and the market generally is flat.

Messrs. Connal's stock of warrants is 180,935 tons, a decrease of 825 tons on the week. Manufactured iron and steel have been more largely shipped; the prospects of these important branches are fairly good. A very large tonnage of steel rails is turned out and shipped to all parts of the kingdom. Large orders have lately been given for Mr. Wood's patent wrought-iron sleepers, and it is evident that those excellent sleepers will eventually supersede to a great extent, if not entirely, wooden sleepers. There is little change in the price of manufactured iron; ship plates are 6*l.* 10*s.*; angles, 5*l.* 17*s.* 6*d.*; bars, 6*l.* At Middlesbrough on Tuesday a better feeling pervaded the market, and though there was no large demand, 3*d.* more per ton was paid than last Tuesday for present delivery No. 3, 41*s.* 6*d.* A transaction for 5000 tons of No. 3, for delivery over the first six months of next year, was recorded at 42*s.* It is expected that there will be a large reduction of Cleveland stocks for the month just ended; some estimate the quantity at 20,000 tons, and if this proves to be correct a rise in price may be expected. The Cleveland miners and mineowners held a meeting respecting the sliding scale. The owners will not agree to six hours shifts; they will insist on eight hours work per day. The shipments of pig iron for October amount to 84,472 tons, against 78,897 tons in the previous month. The coastwise shipments include 32,000 tons to Scotland and 8000 tons to Wales. The chief foreign deliveries were to Germany, Russia, and Holland, which took 16,805 tons, 6195 tons, and 5000 tons respectively. The scarcity of tonnage, high freights, and bad weather have lately had

a marked effect on the shipping trade in iron. The deliveries of manufactured iron and steel were 23,156 tons last month, as compared with 26,405 tons in September. There has been some decline in the price of pig metal last month, but manufactured iron and steel has maintained its price.

TRADE IN SOUTH WALES.

Nov. 3.—At a meeting of the sliding scale committee, held at the Royal Hotel, Cardiff, on Oct. 28, it was decided, as a result of the inspection of the books for the four months ending Aug. 31, that a rise of 2*l.* per cent. in the price of cutting coal should be conceded on and after Nov. 1. This has caused much satisfaction among the colliers, who have been working with a will for some time. The shipment of steam coal at all the South Wales ports is proceeding as rapidly as the turbulent weather will permit. Cardiff has sent away 101,571 tons since last report; Newport, 24,172; Swansea, 18,708. It will thus be seen that the latter port is improving considerably when compared with the returns for some months past. The patent fuel trade seems also to be drifting to that port, but 3860 tons have, notwithstanding, been shipped at Cardiff. The disuse of gunpowder in mines, except in the absence of all but the operators, will send coal up, it is stated, from 6*d.* to 9*d.* per ton. The Royal Mail Steam-Parcel Company has just concluded its contract with several Cardiff houses for 1882, at prices which are considered satisfactory. The best qualities of steam coal may now be had at 10*s.* to 10*s.* 3*d.* per ton; colliery double-screened, 9*s.* to 9*s.* 6*d.*; inferior sorts, 5*s.* 6*d.*; house coal, 10*s.* to 10*s.* 6*d.*; smiths' small, 5*s.* 6*d.* These prices show but very little advance from those which have ruled for some time. The iron and steel trades are now in full activity; and as the demand for steel rails in France and America in 1882 will be great, there is an excellent prospect ahead. The great quantity of coal used in the manufacture, which has hitherto been thrown on the market, however, will inevitably react upon the price in the future; and it behoves those who use it to secure their contracts at once. The Collingwood took out the other day from Swansea 2000 tons of cargo, principally tin-plates. This trade seems about to raise its head at last, as considerable firmness now prevails in the market, and the cost of production more nearly approximates its selling price. We have, however, to chronicle the collapse of the Gadlys Works at Aberdare, in which district there is the deepest sympathy for the proprietors—Messrs. Hosgood and Smith—who have been excellent employers for many years.

In connection with the subject of blasting in collieries an important delegate meeting was held in Aberdare on Oct. 29. About 80 delegates, representing 50,000 miners, were present. Prior to a joint meeting the representatives of the house coal and steam coal collieries met separately and in private. At both conferences the announcement of the 2*l.* per cent. advance was favourably received, and the question of the arrangement of one sliding-scale to include all miners was gone into. The Home Office circular was the subject of a long discussion, the general, indeed the unanimous, opinion appearing to be condemnatory of the requirements, perhaps because the question had not been sufficiently studied. Mr. David Morgan (Mountain Ash) impressed upon the meeting the importance of not misunderstanding the Home Secretary and the law officers of the Crown, for he was afraid that an impression was abroad that the Home Secretary and the law officers of the Crown had come about their (the miners') backs to make an effort to prohibit blasting in mines. By what he had understood such was not the case. An appeal had been made from the Home Secretary to the law officers of the Crown, asking their opinion as to the meaning of the law. It was but right that the miners should look upon the action of the Home Secretary in a fair spirit, that gentleman being only an instrument, so far as this was concerned, in the hands of the inspectors to forward the matter to the law officers of the Crown.

SOUND INVESTMENTS.

GRAND TRUNK RAILWAY OF CANADA.—There seems at last to be a prospect of a termination to the "war of rates," which has raged so furiously during the past four months, to the great injury of American and Canadian Railway Securities. At the outset of the contest it was impossible to understand the reasons for its commencement, and now that it is virtually over it is equally difficult, even by the light of experience, to discover any benefits arising from it except for those individuals who have profited by speculation for the fall. The Grand Trunk Company has come out of the struggle with much less damage than had been generally predicted, and in many respects it may be said to have gained its importance as a through line to Chicago having been demonstrated, and its popularity as a passenger route greatly increased. Added to this, certain negotiations have resulted which are likely to culminate beneficially for the Grand Trunk. The fall which has taken place in the value of these securities during the progress of the recent strife has been principally brought about by speculative selling. Real holders who have not been frightened out of their stocks are, therefore, scarcely likely to sell now that the immediate prospects of this progressive line are brightening.

GREAT WESTERN RAILWAY OF CANADA.—The meeting held last week was again unsatisfactory in regard to the information afforded the shareholders as any of its predecessors. In the interest or several proprietors I asked a few questions as to the working of this company's agreement with the Wabash Railway, but could obtain no information whatever, which is scarcely surprising when it is remembered that at the meeting for sanctioning that agreement some months ago its provisions were carefully kept in the background. It appears that this Wabash alliance, from which such great things were expected, is not working satisfactorily; and following so closely upon the abandoned Rome and Watertown scheme, which had been heralded with so much ostentation, the policy of the board seems somewhat erratic. It is rumoured, however, that they have yet another combination in process of incubation for the purpose of furthering what is known as the Credit Valley project in Canada, and which, if true, is singularly inconsistent with their constantly reiterated objections to that more natural and rational alliance—union with the Grand Trunk Company.

MEXICAN RAILWAY.—The remarkable progress of this railway in recent years has just been further demonstrated by the announcement of a dividend on the Ordinary Stock at the rate of no less than 8 per cent. per annum, the most favourable estimates having ranged from 6 to 7 per cent. In expectation of even such a distribution as 7 per cent., it was confidently asserted the Ordinary Stock would command a value of 105*l.*, and as the price so far has only advanced to 99 cum dividend, there is a very considerable margin for profit for those who purchase now, as on the basis of an 8 per cent. dividend the stock should be worth at least 110*l.* to 115*l.* The prospects for the future are decidedly good, as reduced working expenses and the steady growth of traffic receipts point to the maintenance of the present dividend, while competent authorities who are familiar with the rapid development which is now going on in Mexico assert that in the near future the dividend will inevitably grow to 10 per cent., as the carriage of material for the new railways must continue for many years. Thus, of the 1200 miles projected only 58 are at this moment completed, and when the entire system is opened this line will secure a largely augmented traffic. Without regard, however, to such a sanguine estimate, I consider that the position and prospects of the railway are so good that in continuing to recommend investments in its securities I am as fully justified as at any time during the past three years, when, as each stage of its development has been reached, I have confidently advised their purchase.

PHILADELPHIA AND READING RAILROAD.—The recent address from Mr. Gowen to the shareholders should be carefully studied, as it contains a very clear statement of the position and prospects of the railway. It must be somewhat tantalising to the proprietors that but for the factious opposition of a certain section of their body the plans proposed by Mr. Gowen would have now resulted in the payment of a dividend of six per cent. on the ordinary

shares. No doubt he will receive the support of the majority of shareholders at the election in January next. A feature of the past month has been the renewed demand for the Deferred Income Bonds, which have advanced to 1 premium.

NEW YORK, PENNSYLVANIA, AND OHIO RAILWAY.—In view of the largely increased business upon all American railways in recent years the falling returns and heavy expenses of management of this particular line have occasioned severe comment, and a new board of directors hostile to the present administration was therefore proposed at the annual election on the 28th ultimo. Their nomination, however, was defeated by votes which have since been challenged as illegal. The geographical position of the line naturally creates active competition for its control, but under proper management (which it has never yet had) its securities should attain a greatly improved position.

GREAT EASTERN RAILWAY.—Considerable transactions in the ordinary stock of this railway have taken place during the past month, which have caused a further improvement in price. Having so frequently directed attention to the special merits of this security, it is unnecessary to recapitulate them; I may, however, again express my opinion that those who can afford to employ their money without regard to full dividend yield may safely buy Great Eastern Ordinary Stock with a view to a steady and continuous increase in the value of their capital.

GREAT WESTERN RAILWAY.—There can be no doubt that the Ordinary Stock of this railway is one of the most promising investments to be found amongst our great English lines. The traffics have shown much vitality of late owing to the great improvement in the Welsh coal and iron trades, and a further expansion may be anticipated. I think it highly probable the Ordinary Stock now quoted at 133 will be worth 140 before the end of the year.

LANCASHIRE AND YORKSHIRE RAILWAY.—It is rumoured that the negotiations which were referred to a few months since as to a proposed amalgamation or working agreement with the London and North-western Railway have again been re-opened. In the event of their successful issue the Ordinary Stock of the Lancashire and Yorkshire would of course have a considerable rise in price, and on its individual merits it is fairly regarded as a very solid security; it well deserves the attention of investors at the present time.

ISLE OF MAN RAILWAY.—The interim dividend has just been paid at the rate of 4 per cent. per annum, comparing with a similar distribution last year. The current half-year is expected to yield at the rate of 6 per cent. per annum, thus bringing up the total distribution for the year to 5 per cent.

CORNWALL MINERALS RAILWAY.—It is impossible at present to estimate the amount of traffic which is likely to be brought to this railway by the re-opening of the New Quay Mines, but it must eventually be benefited to a very considerable extent. Meanwhile the general traffic is improving, the receipts for September showing an increase of 25 per cent. as compared with last year.

TRAMWAYS OF GERMANY, BORDEAUX TRAMWAYS, AND LOMBARDY ROAD RAILWAYS.—For small investments, these 10*l.* shares are decidedly attractive. They can all be purchased at trifling premiums, and the dividend prospects are good. I have no doubt that in each instance a considerable improvement in the value of the shares will take place within the next few months.

ELECTRIC LIGHTING.—It is very evident that the popularity of electric lighting is steadily increasing. Its application for illuminating purposes has now far advanced beyond the merely experimental stage. The manifold demonstrations of the excellence of the light of the future indicate that even now in its very infancy it can favourably compete with gas, with this further advantage—that it can be applied where gas cannot possibly be utilised. Thus, as distinct from the illumination of houses, streets, embankments, bridges, open spaces, theatres, railway stations, and other large interiors, such as mills, factories, &c., the electric light has been found suitable for mines, for railway carriages on long journeys, for lighthouses, and for ships. Its utility in each of these capacities has been fully and satisfactorily tested.

Apart, however, from the general interest manifested as to the distinctive merits of gas and the electric light, they are of considerable importance to the investing public, who, of course, very properly regard the rival claims from the strictly commercial view of relative cost. Upon this special point some valuable information was afforded last week at the meeting of the Electric Light and Power Generator Company, where, in addition to the statement of Professor Crookes as to the prospect of that company earning "a good profit," the Chairman announced that an "official report showed that 42 per cent. had been saved in nine months in lighting the South Kensington Museum by electric light, including the cost of engine and men's time." Such a result, attending almost the very birth of a new enterprise, gives promise of a brilliant future, and when it is considered that the field for operations is practically illimitable, there can be no doubt that the present well-established companies will prosper. Indeed, the vigorous and startling development now going on in this branch of electrical science affords evidence that it is in such a direction that speculation is likely to be attracted, and those who associate themselves with the enterprise in its earliest stages will, of course, reap the greatest profit.

In view of the important acquisition of the Maxim patent (which obtained a gold medal at the recent Paris Exhibition) by the Electric Light and Power Generator Company, I think that company's shares are well worth buying. The adoption of the Maxim light for the Paris Opera House gives it a stamp of real value, especially when it is certified that "great favour was shown to the apparatus. The experiment of yesterday and last night was a triumphant test of the superiority of electric over gas lights in theatres." The shares of the Brush Company are also likely to prove a good investment, though they are relatively higher in price, being quoted 4*l.* prem., 4*l.* paid, the Electric Light shares being 2*s.* 6*d.* premium for 1*l.* fully paid.

COAL AND IRON COMPANIES.—The improvement in the coal and iron trades continues, and the market for such shares exhibits greater activity. The Ordinary Shares of the Llynvi and Tondy, to which I directed attention last month, have advanced from 7*l.* 10*s.* to 11*l.*, or nearly 50 per cent. It is strange that while the Ordinary Shares have thus risen, the 7 per cent. Preferences upon which the dividend is regularly paid, have remained stationary. Such a disparity would scarcely exist but for the fact that the shares are not quoted in London, the principal market being in Manchester. It is doubtless due to this circumstance that, although yielding over 7 per cent. dividend, this security is almost unknown and therefore comparatively neglected.

CANADIAN COPPER AND SULPHUR COMPANY.—The half-yearly accounts to Sept. 30 will, I expect, be issued before the end of this month. Many favourable changes have taken place in the working and administration of this company since the shareholders were previously called together, and I think, therefore, that the ensuing meeting cannot fail to be highly satisfactory.

INDIAN GOLD MINES.—There is no special intelligence affecting these properties to be recorded this month beyond the fact that the various companies continue to receive most satisfactory advices from India as to the progress of opening out the different properties, all pointing to the early realisation of the favourable anticipations which have been formed as to their working. Nothing whatever has happened to occasion the least misgiving as to the success of these enterprises, and there is really no justification for the depreciated quotations for the shares. Much disappointment has no doubt been occasioned by the delay in commencing crushing operations, but those who take the trouble to enquire in official quarters will learn that in each instance difficulties have arisen which could not possibly have been foreseen, but which have now happily been surmounted. The report just issued by the Trevelyan Company gives the fullest explanation as to its own experiences, and this may be taken as an example of what the other companies have had to contend with. Immediately on the receipt of news as to the result of the crushing, the respective companies will announce the same to their proprietors; and if during the ensuing month any information reaches me through private sources, I shall at once communicate the same by means of a special circular. Meanwhile, my confidence as to the future remains unchanged.

AMERICAN CONFEDERATE LOANS.—Since the establishment

of the Bondholders' Committee in this city, enormous transactions in these loans have taken place on both sides of the Atlantic, and some excitement has been thereby occasioned. An impetus to the buying has been given by the recent marked revival in the value of the loans of the individual States which composed the Confederacy, encouraging the natural hope that some satisfactory compromise will ultimately be arranged by these States themselves with the holders of the Confederate Bonds. It is estimated that the total amount of their debt was about 100,000,000 sterling, so that at the present price of 1½ per cent. the whole is selling for about 1,250,000. The bonds, of course, must be regarded as a speculation pure and simple; those who buy them at present prices cannot lose much, but at the same time they stand a chance of realising a large increase in the value of the money employed.

—From Mr. W. M. ABBOTT'S Circular for November, 16, Takenhouse Yard, London, E.C.

LEAD ORES.

Date.	Mines.	Tons.	Price per ton.	Purchasers.
Oct. 25	Dyffryn	30	£10 1 0	Sheldon, Bush, and Co.
Nov. 3	East Roman Gravel	40	9 13 6	A. Eytton.
	Isle of Man	100	12 9 0	Nevill, Druce, and Co.

BLENDE.

Date.	Mines.	Tons.	Price per ton.	Purchasers.
Nov. 3	Roman Gravel	60	£3 10 0	Vivian and Son.
	Welsh United	10	3 14 6	ditto

Registration of New Companies.

The following joint-stock companies have been duly registered:—

WEST OF ENGLAND SACK HIRING COMPANY (Limited).—Capital 10,000l., in shares of 1l. Acquiring and carrying on a business of sack makers, menders, &c., situate at Langport Westover, Somerset. The subscribers (who take one share each) are—J. Bennett, Keynsham; W. Baxter, Bristol; O. C. Johnson, Stackpole; A. J. Stevens, Fishponds; G. K. Morgan, Clifton; G. W. P. Harris, Bristol; C. Percy, Bristol.

THE GUINEA COAST GOLD MINING COMPANY (Limited).—Capital 125,000l., in shares of 1l. To adopt and perform an agreement made between J. Irvine, of the one part, and H. J. Dakin, as trustee for the company, and to acquire the lease, mining rights and property mentioned in said agreement. The sum to be paid the vendor is 75,000l.; 33,333l. of which shall be accepted by him in fully paid-up shares. To develop and work this or any other mining property, and generally to carry on all operations connected with mining. The subscribers (who take one share each) are—C. Wynne, Sydenham, colonel; W. Goovard, Draper's Gardens, merchant; H. B. Webb, Blackheath, no occupation; G. Rogers, 18, Sisters' Avenue, clerk; W. H. Johnson, 499, Old Kent-road, clerk; J. W. Johns, 90, Cannon-street, merchant; B. Nixon, 15, Grenville-place, bank director. The first directors are the following—Messrs. Wynne, Johns, H. W. Maynard, and Capt. R. F. Barton. The number must not be less than 3 or more than 7.

THE PATENT FIBRE AND EXTRACT COMPANY (Limited).—Capital 50,000l., in shares of 5l. To manufacture and sell inventions under certain patents and grant licenses for the manufacture of same. The subscribers (who take one share each) are—W. McN. Soul, Dartford; E. Waterfield, Bermondsey; G. Elliott, 188, Long-lane; J. Austin, Victoria Park; E. B. F. Payne, Camberwell; F. Raynier, 23, Arbour-square; E. M. Hepburn, Stamford Hill.

THE DERBY THEATRE AND OPERA HOUSE COMPANY (Limited).—Capital 12,000l., in shares of 1l. Erecting, establishing, and maintaining a local theatre and opera house. The subscribers are—W. Boden, Derby, 50; A. Swingley, Derby, 50; T. Roe, Derby, 200; H. Swingley, Derby, 200; A. Woodwiss, Junior, Derby, 200; J. B. Coulson, Derby, 200; J. Evans, Derby, 200.

THE LONDON, LIVERPOOL, AND SOUTH WALES COFFEE TAVERN COMPANY (Limited).—Capital 5000l., in shares of 10l. To establish and carry on the business of a coffee tavern company, excluding the sale of all intoxicants. The subscribers (who take one share each) are—G. Kennedy, Cardiff; E. Cross, Cardiff; E. Beavan, Cardiff; W. Treseder, Cardiff; N. Thomas, Cardiff; M. N. Meate, Cardiff; J. Pike, Cardiff.

THE ROCHDALE PROPERTY COMPANY (Limited).—Capital 5000l., in shares of 1l. To carry on the business of a land and building company in all branches. The subscribers (who take one share each) are—J. Sinus, Whitworth; J. Dickinson, Whitworth; J. Beal, Rochdale; O. Topper, Rochdale; J. H. Edwards, Rochdale; J. Ball, Rochdale; W. Swift, Rochdale.

STEAMSHIP "PRINCIPIA" COMPANY (Limited).—Capital 40,000l., in shares of 100l. The purchasing, owning, and working of said steamship. The subscribers (who take one share each) are—H. Bonham, 20, Billiter-street; G. A. Mitas, 20, Billiter-street; C. A. Granlund, 20, Billiter-street; S. A. Hart, 20, Billiter-street; A. J. Newton, Burton-on-Trent; W. Newton, Hull; G. B. Newton, Hull.

THE EDISON GOWER-BELL TELEPHONE COMPANY OF EUROPE (Limited).—Capital 500,000l., in shares of 1l. To carry on the business of a telephone and telegraph company, and to establish, work, and regulate telephone exchanges, and other conveniences. The subscribers (who take one share each) are—Sir Julius Vogel, 135, Cromwell-road; G. E. Gourand, 6, Lombard-street; C. Curtoys, 6, Lombard-street; Sir A. Armstrong, The Albany; E. H. Johnson, 22, Old Broad-street; Sir W. Drake, 10, Clanciarde Gardens; R. H. Krauss, 6, Lombard-street.

BARKER AND COMPANY (Limited).—Capital 32,000l., in shares of 40l. To acquire the goodwill and continue the business of the Springfield Towel Works, situate at Longstreet-lane and Wellington-road, Stockport. The subscribers (who take one share each) are—S. Barker, Stockport; T. H. Sykes, Stockport; A. H. Sykes, Stockport; T. Sykes, Stockport; J. Dodd, Oldham; J. W. Stockport; R. Hill, Stockport.

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NEW WEST CARADON MINE.—The first sampling of copper ore from this mine will take place on the 7th inst., and will be about 50 tons. The mine continues to look well, and regular samplings of ore may be looked for in future. The lode in the 42 fm. level, driving towards West Caradon, is worth 1½ ton of copper ore per fathom, and in the stopes above this level the lode is worth in the aggregate from 4 to 5 tons of ore per fathom. In addition to these points, a cross-cut is being driven 38 fms. deep to intersect some lodes which have been very productive in South and West Caradon, where important discoveries are expected to be made.

NEW GREAT WHEAL VOR.—A Helston correspondent writes that this week some of the large shareholders and their friends have been down inspecting the property and works, accompanied by Mr. McCulloch, a well-known engineer, and who, I believe, is also known at Portsmouth and Plymouth as surveyor to the Royal Navy. I heard, the correspondent continues, that the shareholders were more than satisfied, or ought to have been. The lode in the No. 2 shaft, 10½ fms. deep, is worth fully 80l. per fathom in the opinion of all I have spoken to on the subject. This confirms what I stated last week. The company has a large sett, the ground is whole throughout, they have seven strong lodes, all as good as that on which they have opened, and all cropping up, it is believed, close to the surface.

The grand features of this property are that in the several lodes the rich deposits are close to the open, and that they improve in sinking. This will be a great tin mine both for wealth of produce and economy of working. The favourable combination of circumstances is marvellous. It is, indeed, a fine piece of ground, and one ought to see it with a miner's eye before he can understand its real value. The visitors went to Dolcoath, and saw the machinery there, which is of the latest designs, and as effectual as that in any mine in the kingdom. There is to be some good machinery at New Great Wheal Vor. Engines, boilers, dressing-floors, and stamping-heads all of the newest patterns, and the greatest power and efficiency. Captain Cowling pointed out to his numerous visitors the merits of the mine.

SENTEIN.—This mine, to which frequent attention has been drawn in the *Mining Journal*, can now claim to be one of the most productive silver-lead and blende mines of the day, and is again about to assert the position it held previous to the outbreak of the Franco-German War. The splendid results of the past four or five months working are conclusive evidence of the vast mineral resources of the property, and only help to confirm the statements contained in the reports of Captains John Lean, M.E., and W. H. Rickard, M.E., who was specially appointed to report on the mine by the Messrs. John Taylor and Sons, previous to the management coming into their hands.

RIO TINTO COMPANY.—At a special meeting yesterday of the shareholders of the Rio Tinto Company, the following resolutions were unanimously passed:—"That in accordance with the recommendation of the board of directors, the capital of the company be increased by the issue of 100,000 shares of 10l. each." "That in the event of the foregoing resolution being confirmed as a special resolution the board of directors be and they are hereby authorised and empowered to issue and dispose of the 100,000 newly created shares to such person or persons, whether shareholders or not shareholders of the company, at such time or times, at such premium upon such terms (and if deemed expedient with a right to participate in the final dividend for year 1881), and in such manner as the board may think fit."

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MR. WARINGTON W. SMYTH, M.A., F.R.S., will commence a COURSE OF SIXTY LECTURES ON MINING at Half-past Three o'clock on THURSDAY next, November 10th, at the Museum of Practical Geology, in Jermyn-street, S.W., to be continued at the same hour on each succeeding Friday, Monday, Tuesday, and Thursday. Fee for the course, £1. Application for tickets should be made to the Registrar, Normal School of Science, South Kensington, S.W.

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2.—About 2 square miles, being the residue of a license to search for minerals granted to Messrs. Josiah Colborne and Henry Knight, situate at Shoal Arm, on the south side of Little Bay, Notre Dame Bay, from which they have selected 1 square mile.

3.—About 2 square miles, being the residue of a license to search for minerals granted to Mr. Thomas Peyton, situate on the north side of Hall's Bay, Notre Dame Bay, from which he has selected 1 square mile.

4.—About 2 square miles, being the residue of a license to search for minerals granted to Mr. James Norris, situate on the south side of Western Arm, Three Arms, Notre Dame Bay, from which he has selected 1 square mile.

5.—About 2 square miles, being the residue of a license to search for minerals granted to Messrs. John Bowring and Robert Knight, situate on the south side of Green Bay, Notre Dame Bay, from which they have selected 1 square mile. This area is known as Nick's Nose claim.

6.—About 2 square miles, being the residue of a license to search for minerals granted to Messrs. White, Rogerson, and others, situate at Birch Cove, on the south side of the South West Arm of Green Bay, Notre Dame Bay, from which they have selected 1 square mile.

7.—About 2 square miles, being the residue of a license to search for minerals granted to Messrs. White, Rogerson, and others, situate at Mansfield's Point, on the south side of the South West Arm of Green Bay, Notre Dame Bay, from which they have selected 1 square mile.

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All further information relative to the terms and conditions of letting, the extent of the several lots, &c., may be obtained on application at the Crown Lands Office, where diagrams of the several areas can be seen.

W. J. S. DONNELLY, H. M. Surveyor General.
St. John's, Newfoundland, July 5th, 1881.

TO BE SOLD, AS A GOING CONCERN, NEW AND POWERFUL EXPLOSIVE FACTORY.

A recently-established FACTORY for the MANUFACTURE of a NEW and POWERFUL EXPLOSIVE of the first magnitude, with NEW and PERFECTED MACHINERY. It is safe for transit, storage, and use, and is employed for MINING or QUARRYING in GRANITE, LIMESTONE, SLATE, MARBLE, LEAD, IRON, COPPER, COAL; for TUNNELLING, PIT SINKING, ENGINEERING WORK, and SUBMARINE OPERATIONS, and REMOVING STUMPS OF TREES and HARD SUBSTANCES.

It is free from dangerous fumes, while its strength is unequalled, and in its action gives off neither flame, smell, nor offensive smoke, and will compete with dynamite on all the uses to which dynamite is applicable.

The Works are situate within a few miles of the largest seaport in the kingdom, and contiguous to all the great mining centres, and occupy a site of 22 acres of land, leasehold for 92 years on advantageous terms, and contain Dwelling and other Houses, Magazine, Offices, Engine-house, Stables, Plant and Machinery of the newest and best description, Carts, Conveyances, and all requisites for the carrying on of a large home and foreign trade.

The Factory is licensed under the Explosive Government Act, and the explosive itself is in great demand and much approved against dynamite and other explosives, especially for its great safety and unrivalled strength.

The present company, having exhausted their capital in building and construction of the works, and establishing it in the mining centres, require additional capital for commercial purposes, and are prepared to make a considerable reduction on their share capital expended to induce the introduction of from £5000 to £8000 of new capital to develop the resources of the company commercially.

A Syndicate for the purchase of the above is in course of formation, and it is expected that the present company will accept of a greatly reduced sum from the original cost, and take shares in the company to be formed by the Syndicate from a half to three-fourths of the purchase money.

Applications invited from parties willing to join the Syndicate in sums from £250 and upwards either on their own account or otherwise. On the full amount being subscribed a meeting of the Syndicate will be convened to appoint a Committee to arrange terms of purchase with the Liquidator, adopt Articles of Association, and form the new company. Parties joining the Syndicate will be expected to place shares to the extent of their applications *pro rata*.

Applications to be sent to—
DAVID ANDERSON (the Liquidator of the company), 8, Old Hall, 39, Old Hall-street, Liverpool, or to—
Messrs. JOSOLYNE, BAYNHAM, MILES and CO., Accountants, 28, King-street, Cheapside, London, E.C.

FORM OF SYNDICATE APPLICATION.

To D. ANDERSON, 8, Old Hall, 39, Old Hall-street, Liverpool.
SIR,—Please to place my name on the Syndicate List (on the terms of advertisement) for the purchase and re-construction of the new Explosive Factory for £
I am yours, very truly,
Name.....
Occupation.....
Address.....

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FOR SALE, a SMALL COLLIERY, near Wigan, owing to death of acting Proprietor. House (best) and steam coal; siding to railway; machinery, plant, and wagons in good order.
For further particulars, apply to J. M. QUIGGIN, Solicitor, 4, Brunswick-street, Liverpool.

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TO BE SOLD, on extremely favourable terms, an excellent HOUSE COAL COLLIERY, situate near Cardiff, worked cheaply by levels, with railway sidings, plant, &c., in thorough working order.
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TO BE DISPOSED OF, on liberal terms, the LEASE of a first-class ROOFING and SLAB SLATE QUARRY in the Delabole district. Facilities for shipment direct from the pit, also Spathose, Hematite, and Mangiferous Iron, Tin, Copper, Lead, China Clay, and Stone properties.
For particulars apply to Mr. THOMAS CRAFF, St. Columb, Cornwall.

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A 14 H.P. PORTABLE WINDING AND PUMPING ENGINE.
Also a 6 H.P. PORTABLE HOISTING ENGINE.
Apply to—
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FOR SALE, BY PRIVATE CONTRACT, as a going concern, extensive and valuable TIN PLATE WORKS, advantageously situated in Glamorganshire.
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Valuations for Stock Taking or any other purpose upon very reasonable terms.

EMPLOYERS' LIABILITY ACT, 1880.

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This Company's Policies COVER DAMAGE TO BOILER AND SURROUNDING PROPERTY, and also, WITHOUT EXTRA CHARGE, claims for which Insurers are liable under the Employers' Liability Act, 1880, for personal injury resulting from Explosion or Collapse of Boilers of Insured Boilers.

Insurers have the benefit of the company's independent inspection, the great value of which is proved by the comparative immunity from disaster of the thousands of boilers inspected, &c., by this company.

Prospectuses and other information on application as above.

COAL MINES REGULATION ACT, 1872.

EXAMINATION FOR MANAGERS' CERTIFICATES OF COMPETENCY.

DISTRICT UNDER THE CHARGE OF JOSEPH DICKINSON, Esq.,
H.M. INSPECTOR OF MINES.

NOTICE IS HEREBY GIVEN, that an EXAMINATION for MANAGERS' CERTIFICATES OF COMPETENCY, under the above-named Act, will be HELD on the 14th day of December, and CANDIDATES INTENDING TO PRESENT THEMSELVES AT SUCH EXAMINATION must, on or before the 12th day of December, notify such intention to the Secretary of the Board of the above-mentioned District, from whom all information as to particulars can be obtained.

By order of the Board,

19, King-street, Wigan.
N.B. Persons who do not reside within the District are equally eligible for examination with those who do.

STEEL CASTINGS.

THE BOWLING IRON COMPANY (LIMITED), BRADFORD, have made considerable additions to their STEEL WORKS, and are now in a position to EXECUTE ORDERS for STEEL CASTINGS of almost any pattern and size.

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ELECTRIC PLATINUM WIRE FUSES ... 1 13 4
per 100.

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ON SALE,—PUMPING ENGINE, inverted cylinder 60 inches diameter, 9 feet stroke, Cornish valves, cataract, wrought-iron main beam and cast-iron balance beam, box and weights. In first-class condition.
ONE PAIR COUPLED HORIZONTAL CONDENSING PUMP-ING ENGINES, cylinders 18½ inches in diameter, and 4 feet stroke. Heavily-wheel, 14 ft.; pinions, 4 feet 2 inches; spur, 11 feet 9 inches; pumping crank, wood connecting rods, and two cast-iron L legs.
Apply to H. BRAMALL and Co., Sankey Brook Collieries, St. Helens, Lancashire.

ENGINES, BOILERS, &c., FOR SALE:—
FIRST-CLASS 50-inch cylinder PUMPING ENGINE
ditto 24-inch ROTARY ENGINE
CALCINER, STONEBREAKER, &c.
Apply to Capt. NICHOLLS, Camborne.

THE GREAT POLGOOTH UNITED TIN MINES COMPANY (LIMITED).
Notice is hereby given, that a SECOND QUARTERLY DIVIDEND at the rate of SEVEN AND A HALF PER CENTUM PER ANNUM will be due, and PAYABLE on and after the 12th inst.

Notice is hereby also given, that the Transfer-books of the Company will be closed from the 2nd to the 12th inst.

By order of the Board,
WILLIAM TREW, Secretary.
48 and 49, Palmerston Buildings, E.C., Nov. 1, 1881.

MINE "EL CALLAO," GUAYANA, VENEZUELA
COUPONS OF SHARES..... 322
Gold in bars produced in the month of August, 1881, and remitted to Messrs. Baring Brothers and Co., London, 6028-84 ozs.

DIVIDEND distributed for each coupon, \$100.
(Signed) A. J. CAGNINACCI, Vice-President.
(Signed) VICTOR J. GRILLET, Treasurer.

RICHMOND CONSOLIDATED MINING COMPANY (LIMITED).
Capital £270,000, in 54,000 Shares of £5 each.
THIRTIETH DIVIDEND.
Amount of Dividends already paid £673,517 10 0

Notice is hereby given, that the Directors of the above company have THIS DAY DECLARED a DIVIDEND of TEN SHILLINGS PER SHARE, free of income tax, PAYABLE on and after TUESDAY, the 8th day of November instant, at the Company's Bankers, the Union Bank of London, 2, Prince's-street, E.C.

And notice is hereby further given, that the Transfer Books will be closed from 5th to 8th November, both days inclusive.

By order of the Board, HUBERT AKERS, Secretary.
Offices: 44, Coleman-street, London, E.C., Nov. 1, 1881.

MINAS AND RIO RAILWAY COMPANY (LIMITED).
Notice is hereby given, that an EXTRAORDINARY GENERAL MEETING of shareholders in the above-named company will be HELD at the New Exchange Building, George-yard, Lombard-street, London, E.C., on THURSDAY, the 10th day of November, 1881, at Three o'clock P.M. precisely, for the purpose of considering, and, if approved, passing the following Resolution as to mortgage debentures, which, if passed by the requisite majority, will be proposed to be confirmed as a Special Resolution at a subsequent meeting:—

RESOLUTION.—That the board of directors be, and they are hereby authorised to create and issue mortgage bonds or debentures of the company for a sum not exceeding the amount mentioned in the 11th of the Articles of Association. That such bonds or debentures be of such amounts respectively, and consist of one or more issues ranking *pari passu* or otherwise, bear interest respectively at such rate not exceeding 7 per cent. per annum, be issued at such time or times, at such rate or rates, be redeemable at such time or times, and for such price or prices, be in such form and be secured by such charge on the undertaking, revenues, and property of the company, and by means of a deed of mortgage and trust to trustees or otherwise as the board shall from time to time determine; and that in all matters relating to such bonds or debentures, and the issue thereof, and security for the same the board shall have power and authority to act on behalf of the company as they deem expedient as fully and effectually as if the same were hereby expressly authorised.

The Transfer Books will be closed from the 7th to the 10th instant, both days inclusive.
By order, R. C. PRESTON, Secretary.
8, Victoria Chambers, Westminster, S.W., 3rd November, 1881.

ASSURANCE AGAINST ACCIDENTS OF ALL KINDS.
ASSURANCE AGAINST RAILWAY ACCIDENTS ALONE.
ASSURANCE AGAINST FATAL ACCIDENTS AT SEA.
ASSURANCE OF EMPLOYERS' LIABILITY.

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WILLIAM J. VIAN, Secretary.

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LEIGH and SILLAVAN, Barton House, 66, Deansgate, Manchester.
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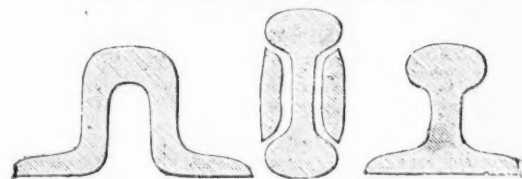
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home prices. As to care taken in reporting, reference is made to the *Mining Journal*
Supplement, April 1, 1876, containing a report on property of the Maxwell Land
Grant and Railway Company; as to technical standing, to the prominent men of
the trade—compare *Mining Journal* of Aug. 30 and Nov. 31, 1872, and *New York*
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0000 Caron, t, c, St. Agnes	2 0	0	2	2	0 4	0 0	2 0	Oct. 1878	
6009 Carn Brea, c, t, Illogan	9 7	11	28 1/2	28 1/2	52	1 8	0 0	Aug. 1880	
10240 Devon Gr. Consols, c, a, Tavistock	1 0	0	8 1/2	7 3/4	118	7 0	0 0	Dec. 1880	
4296 Dolcoath, c, t, Camborne	10 14	10	89	86 87	123	3 9	1 12	Aug. 1881	
6400 East Pool, t, c, Illogan	0 9	9	42 1/2	42 43	24	17 9	1 0	Aug. 1881	
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40000 Glas. Car. c, (30000 sh. pd., 10000 15s. pd.)	2 10	0	3	3 1/2	0 13	10 0	0 0	Aug. 1878	
85000 Gosseld and Merilyn Cons., t, Flint	2 10	0	3	2 1/2	0 5	0 0	0 0	Aug. 1877	
18000 Great Lacey, t, c, Illogan	4 0	0	19	18 19	27	10 0	0 0	Oct. 1881	
6400 Green Hurth, t, c, Illogan	0 6	0	7	7 1/2	3 3	0 0	0 0	Oct. 1881	
20300 Grogwinion, t, c, Illogan	2 0	0	3	2 3	0 18	4 0	1 0	July 1880	
10240 Gunnsale (Clitters), t, c	2 2	0	3	3 1/2	0 17	0 0	2 0	Oct. 1881	
2800 Isle of Man, t, c, Isle of Man	25	0	0	83	5 0	0 0	1 0	Sept. 1880	
10240 Leadhills, t, c, Lanarkshire	6 0	0	2	1 1/2	0 15	0 0	3 0	Mar. 1878	
430 Lisburne, t, c, Cardiganshire	18	15	0	609	10 0	0 0	1 0	June 1881	
10000 Melanear, c, Hayle	2 6	0	4 1/2	4 1/2	1 10	0 0	2 0	Oct. 1881	
9300 Minera Mining Co., t, Wrexham	5 0	0	9	8 9	59	0 0	1 0	Feb. 1881	
20300 Mining Co. of Ireland, c, t, c	7 0	0	2 1/2	2 1/2	24	0 0	2 0	Jan. 1880	
80000 Monks, c, t, c, Illogan	5 0	0	7	7 1/2	0 10	0 0	10 0	July 1880	
11829 North Hendre, t, c, Wales	2 10	0	6	5 1/2	3 12	6 0	2 0	May 1881	
8146 Ditto	1 5	0	3 1/2	3 1/2	0 8	6 0	1 0	May 1881	
20000 North Levant, t, c, St. Just	13	6	0	4	4 16	0 0	3 0	Feb. 1881	
50000 Penhalls, t, c, St. Agnes	3 17	6	1 1/2	1 1/2	3 17	0 0	1 0	Jan. 1881	
6000 Pennant, t, c, North Wales	5 0	0	5	4 5	0 10	0 0	5 0	Mar. 1878	
12000 Phenix United, t, c, Link	6 0	0	3	4	17	3 0	2 0	Mar. 1880	
18000 Pr. Patrick, t, c, (als. 12000 pf. 10 p.c.)	1 0	0	0	0	0 18	6 0	2 0	July 1880	
10000 Red Rock, t, c, Cardigan	2 0	0	2	1 2	0 4	0 0	2 0	Jan. 1878	
12000 Roman Gravel, t, Salop	7 10	0	12 1/2	12 1/2	8 11	0 0	0 0	June 1881	
40000 Rhaylad, t, c, Wales	10 0	0	55	55	749	0 0	1 0	Feb. 1880	
512 South Cardon, c, t, c, Illogan	1 5	0	55	55	749	0 0	1 0	Feb. 1880	
6123 South Down, t, c, Camborne	6 5	6	10 1/2	10 1/2	8 13	0 0	6 0	Aug. 1881	
30000 South Durran, t, c, Cardigan	1 16	0	1 1/2	1 1/2	0 4	0 0	2 0	Apr. 1880	
45000 South Wheel Franch, t, Illogan	7 12	4	16 1/2	16 1/2	40	15 6	10 0	July 1880	
60000 Tincroft, c, t, Pool, Illogan	11 16	0	19 1/2	19 1/2	50	18 6	5 0	Aug. 1881	
15000 Van, t, Llandiloes	4 5	0	10	9 10	25	5 0	2 0	July 1881	
3000 West Chiverton, t, c, Penzance	21	2	0	3 1/2	55	10 0	10 0	Feb. 1878	
12000 West Holway, t, c, Flintshire	1 0	0	2	1 1/2	0 1	0 0	1 0	Oct. 1881	
512 West Wye, c, t, c, Redruth	95	10	15	14 16	33	0 0	1 0	Jan. 1879	
12000 West Wheel Franch, c, Camborne	28	0	18	14 16	223	0 0	7 0	Apr. 1878	
6000 West Basset, c, Illogan	2 0	0	13 1/2	13 1/2	0 12	9 0	5 0	July 1880	
12000 Wheel Creb, c, Tavistock	2 4	0	3 1/2	2 1/2	0 12	9 0	2 0	July 1881	
10240 Wheel Eliza Consols, t, St. Austell	18	0	0	12	42	10 0	8 0	Aug. 1880	
6000 Wheel Grenville, t, c, Camborne	15	0	0	12	0 7	6 0	2 0	Jan. 1881	
4295 Wheel Killy, t, St. Agnes	5 4	6	1 1/2	1 1/2	12	18 6	0 1	Jan. 1881	
3000 Wheel Peewy, t, Redruth	7 11	0	13	13 1/2	8 4	6 0	6 0	Aug. 1881	

FOREIGN DIVIDEND MINES.

Shares.	Paid.	Last wk.	Clos. pr.	Total divs.	Per sh.	Last pd.			
35500 Alamos, t, Spain	2 0	0	1 1/2	1 1/2	2 4	0 0	1 3	Sept. 1881	
10000 Almaden, t, Spain	1 0	0	1 1/2	1 1/2	0 6	3 0	1 0	May 1876	
20000 Australasian, c, South Australia	7 7	6	2	1 1/2	1 5	6 0	2 0	Aug. 1881	
15000 B. & S. Creek, t, California	1 0	0	1 1/2	1 1/2	0 18	0 0	2 0	June 1881	
20000 Cape Copper Mining, t, South Africa	7 0	0	46	44 46	43	7 6	1 0	Sept. 1881	
35000 Cienega Sulph. Co., Romagna, Italy	10 0	0	0	0	0	0	0	Aug. 1879	
50000 Copiapo, c, Chili (44 shares)	3 8	0	2 1/2	2 1/2	1 14	9 0	1 0	Aug. 1881	
20000 English & Australian, t, c, S. Aust.	2 10	0	1 1/2	1 1/2	2 19	2 0	0 0	Sept. 1881	
75000 Fortuna, t, Spain	2 0	0	4 1/2	4 1/2	7 19	2 0	2 0	Sept. 1881	
60000 Frontino & Bolivia, c, New Gran.	2 0	0	3 1/2	3 1/2	0 8	0 0	2 0	Jan. 1881	
20000 La Plata, s, t, Leadville	2 0	0	1 1/2	1 1/2	0 7	5 0	4 0	Aug. 1881	
15000 Linares, t, Spain	3 0	0	6	5 1/2	18	10 0	3 0	Sept. 1881	
50000 New Quebrada, c, Venezuela	5 0	0	4 1/2	4 1/2	0 5	6 0	3 0	July 1881	
100000 Oregon, c, Oregon (S. pref. sh.)	100	0	100	95 100	0	6	per cent.		
50000 Panalco, c, Chili	4 0	0	5 1/2	5 1/2	0 16	0 0	3 0	Oct. 1881	
25000 Pitangui, t, Brazil (in 6000 £1 pd.)	0 10	0	0	0	0	0	0	Dec. 1880	
100000 Pitangui, t, Brazil (in 6000 £1 pd.)	20	0	12	10 12	23	17 0	7 0	Dec. 1880	
1000000 Port Phillip, c, Olunes (42 shares)	1 0	0	3 1/2	3 1/2	1 14	2 0	0 0	Feb. 1881	
54000 Richmond Consol., c, Nevada	5 0	0	15 1/2	17 1/2	13	1 6	10 0	Nov. 1881	
1358880 Rio Tinto, c, Sp. Comp. Idsa, Huacila	100	0	102	100 102	5	per cent.		July 1880	
225000 Ditto, shares	10 0	0	25	26 27	0 18	0 0	8 0	Nov. 1880	
40000 Santa Barbara, t, Brazil	0 10	0	2	1 1/2	0 11	9 0	1 0	June 1880	
1200000 Scottish Australian Mining Co., t	1 0	0	1 1/2	1 1/2	0 10	p. cent.		Apr. 1881	
1500000 Ditto, New York	0 10	0	1	1	0 2	0 0	2 0	Jan. 1880	
5000000 Sinter, t, c, t, c, Arica, France	0 10	0	5	5	0 2	0 0	2 0	Jan. 1880	
25000 Sierra Buttes, c, California	2 0	0	1 1/2	1 1/2	2 2	6 0	0 0	Apr. 1881	
40625 Ditto, Phumae Eureka	2 0	0	2 1/2	2 1/2	2 13	0 0	3 0	Apr. 1881	
1000000 S. Indian, t, c, Madras (fully pd.)	1 0	0	1 1/2	1 1/2	0 4	0 0	4 0	Aug. 1881	
2530000 St. John del Rey (45 Stock and multiples dealt in)	195	205	5	p. c. for half-year, Dec.					
92566 Tharsis, t, c, Spain (31000 s. 71 p. 1)	10 0	0	42 1/2	43 1/2	6 10	c. 2	10 0	June 1881	
20000 Tolima, c, Colombia	5 0	0	0	0	1 16	6 0	4 0	Apr. 1881	
25000 Victoria (London), c, Australia	1 0	0	0	0	0 13	10 0	0 0	Feb. 1881	
15000 Western Andes, c, Colombia	5 0	0	0	0	2 18	0 0	2 0	Aug. 1880	
2100 W. Prussian (5500 pref. sh. £10 pd.)	10 0	0	10	9 10	4 2	0 0	8 0	Apr. 1881	

* Have made calls since last dividend was paid.

NON-DIVIDEND BRITISH MINES.

Shares.	Paid.	Last wk.	Clos. pr.
30000 Alston United,* t, Cumberland	1 0	0	—
12000 Assheton, t, Carnarvonshire	5 0	0	34 3/4
30000 Basset & Buller Cons.* c, t, Illogan	1 0	0	—
11583 Bedford Unit,* c, t, Wales.(£1 lab.)	0 8	0	136 1 1/4
30000 Blackburnbanks & Tildersdale, t	0 5	0	35
30000 Bodidris,* t, b, Denbighshire	1 0	0	34 3/4
30000 British,* s, t, b, Wrexham	1 0	0	136 1 1/4
20000 Bwlch United, t, c, Cardigan	0 17	6	3 3/4
25000 Callington Consols,* t	2 0	0	24 1/2
50000 Cambrian,* s, t, c, Cardiganshire	2 0	0	24 1/2
50000 Carn Camborne, t, c, Camborne	1 0	0	1 3/4
20000 Carnarvon,* c, Carnarvonshire	1 0	0	36 3/4
37500 Carnarvonshire Cons.* t, c, Llanrwst	2 0	0	1 3/4
30000 Carpell Consols,* St. Stephens	1 0	0	1 1/4
61000 Cathedral Cons.* c, t, Gwynedd	0 10	9	—
20000 Central Foxdale, t, c, Isle of Man	1 17	6	2 1/2
25000 Coal-y-Fedw & Pant-y-Buarth,* t	1 0	0	1 1/4
2450 Cook's Kitchen,* t, Illogan	30 14	9	24 1/2
15500 Court Grange United,* s, t	1 0	0	—
6400 Crook Burn,* t, Cumberland	0 15	0	36 3/4
14000 Crosswood Mining Lands, t*	1 0	0	136 3/4
45000 D'Eresby Mountain, t, b, Llanrwst	0 10	0	24 1/2
20000 Denbighshire Consolidated,* t	3 0	0	24 1/2
12000 Derwent,* t, Durham	4 0	0	1 1/2
12000 Devon,* c, b, Tavistock	1 0	0	—
50000 Devon & E. Devon,* t, c, Tavistock	1 0	0	136 3/4
12000 Devon Great United* (21 shares)	1 5	0	34 3/4
50000 Drake Walls,* t, c, Calstock	1 0	0	34 3/4
10000 Dubby Syke, t, Durham*	1 0	0	43. 53.
12000 East Blue Hills, t, St. Agnes	0 5	0	36 3/4
6000 East Botallack, t, St. Just	0 8	0	136 1 1/4
6144 East Caradon, c, St. Cleer†	4 3	6	2 1/2
4000 East Chiverton, t, Perranzabuloe	10 4	9	2 1/2
30000 East Craven Moor,* t, Pateley Bridge	1 0	0	36 3/4
12000 East Creb, c, Tavistock	0 11	6	36 3/4
15000 East Devon Cons.* c, Buckfastleigh	2 0	0	3 2 1/2
30000 East Herodfoot,* s, t, Liskeard	1 0	0	136 1 1/4
20000 East Long Lake,* t, Wales	1 0	0	136 1 1/4
21000 East Roman Gravel,* t, Salop	0 15	0	1 3/4
18000 East Van, t, Llandiloes	5 0	0	136 1 1/4
4096 East Wheel Buller, t, c, Gwynedd	0 10	0	—
2048 East Wheel Lovell, t, Helston	15 3	6	2 1/2
10000 East Wheel Rose,* t, c, Newlyn East	0 10	0	—
12000 Gaverton,* c, Tavistock (21 shares)	1 16	6	2 1/2
4000 Glenroy,* s, t, Isle of Man	4 0	0	36 3/4
30000 Gobbett,* t, Dartmoor	1 0	0	136 1 1/4
10000 Goddards,* t, b, Carnarvon	1 0	0	136 1 1/4
32000 Goginan,* t, Cardiganshire	1 0	0	136 1 1/4
25000 Goodere,* t, St. Cleer	1 0	0	136 1 1/4
20000 Griffin,* s, t, Carnarvon	1 0	0	—
20000 Great Dyllife (10000 sh. issued)	1 0	0	36 3/4
12000 Great Holway, t, Flintshire	5 0	0	5 1/2
10000 Great Polgoth United,* t	1 0	0	136 1 1/4
6000 Great West Chiverton, t, St. Agnes	0 5	0	36 3/4
10000 Gwern-y-Mynydd,* s, t, Flint (pref.)	4 0	0	136 1 1/4
7200 Gwydyr Amal,* t, b, Carnarvon	1 0	0	36 3/4
12000 Herodfoot, t, near Liskeard	0 10	9	36 3/4
18000 Hingston Down, c, Calstock†	0 12	0	136 1 1/4
20000 Kirkmichael,* c, Chacewater	1 0	0	136 1 1/4
20000 Kirkmichael,* c, Chacewater (21 shares)	4 6	13	136 1 1/4
25000 Kid Hill Gt. Cons.* c, ars-m, (21 shares)	0 15	0	36 3/4
30000 Lady Ashburton,* s, c, Callington	1 0	0	136 1 1/4
15000 Lady Bertha,* c, Tavistock	1 0	0	—
25000 Langford,* s, c, Callington	0 10	0	36 3/4
20000 Levant, c, t, St. Just	11 10	0	136 1 1/4
15000 Llandegla,* t, Wales	1 0	0	136 3/4
10000 Lomas,* s, t, Helston	1 0	0	136 1 1/4
5120 Looe & Lander,* t, c, Looe	1 0	0	136 1 1/4
30000 Marke Valley, t, Llanidloes	6 8	8	136 1 1/4
6000 Medlyn Moor, t, Wendron	3 15	10	—
28000 Mid-Devon,* c (& 17000, 3s. 4d. pd.)	6 8	8	—
20000 Mona Consols,* c, Anglesea	1 0	0	136 1 1/4
15000 Monkstoun,* mun, Devon	2 0	0	236 2 1/2
20000 Mostyn Consols,* s, t, Flint	1 0	0	—
10000 Mynydd Gordulu, t, Cardigan	4 0	0	316 4
12000 Morfa Dub, t, g, s, Anglesea*	1 0	0	36 3/4
80000 Morfa Dub, t, g, s, Anglesea*	1 0	0	36 3/4
6144 Mount Carbis, t, c, Redruth	1 0	0	5 1/2
2400 New Cook's Kitchen, t, Illogan	8 1	0	5 1/2
8000 New Dolcoath, t, c, Camborne	3 0	0	—
10000 New Holmbush,* t, c, Callington	2 0	0	—
6000 New Kitty, t, St. Agnes	0 10	0	216 1 1/4
12000 New Penrose,* t, c, Helston	1 0	0	136 1 1/4
3500 New Tincroft,* t, Lelant	1 0	0	36 3/4
2000 New Tincroft,* t, Lelant	0 10	0	136 1 1/4
12000 New West Caradon, t, Liskeard	0 10	0	36 3/4
3000 New Wharf Pevor, t, Redruth	0 10	0	36 3/4
35000 New Wyfe Valley, t, Montgomery*	1 0	0	136 1 1/4
20000 North Alliance, c, Phillack	0 10	0	136 1 1/4